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that's the sign of
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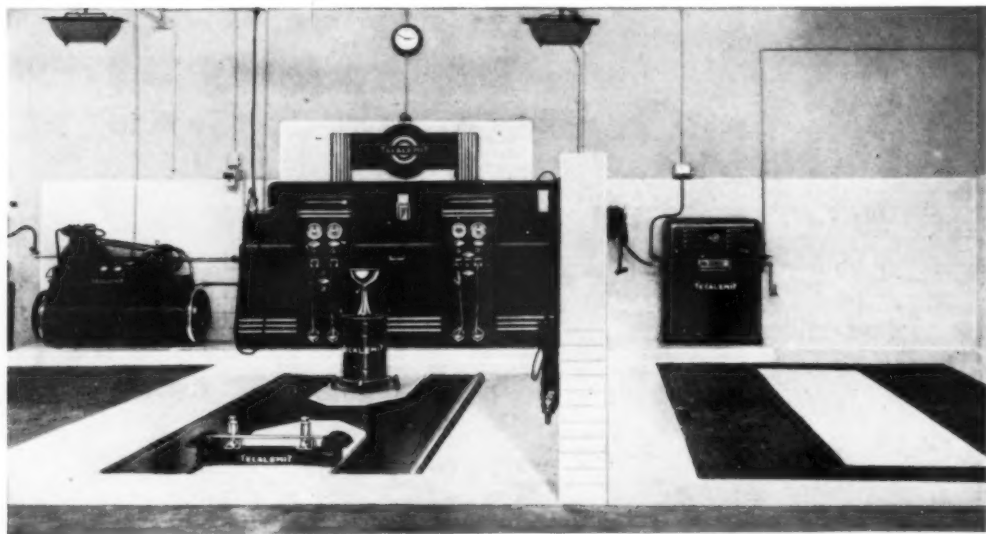
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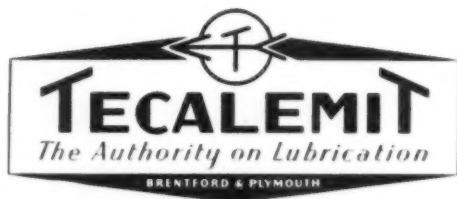


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SERVICING GUIDE TO BRITISH MOTOR VEHICLES

52

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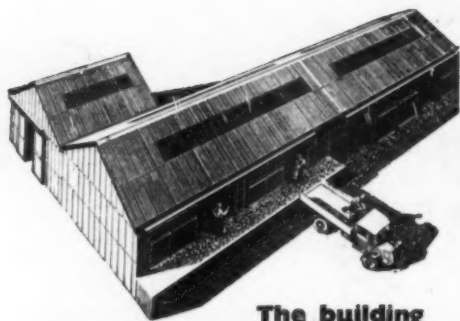
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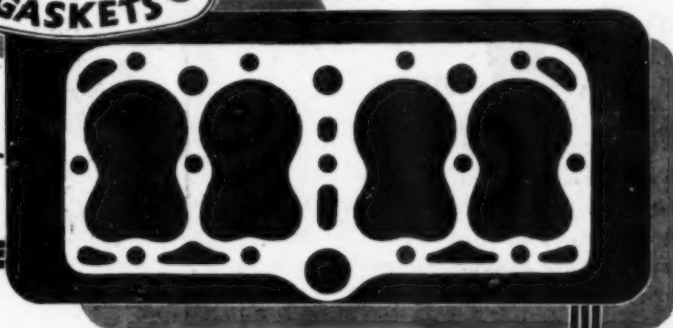


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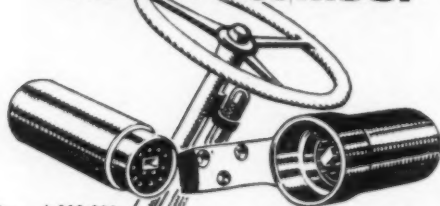


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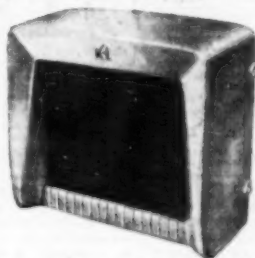


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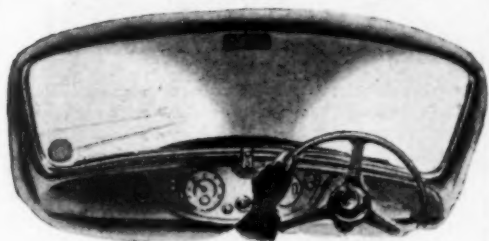


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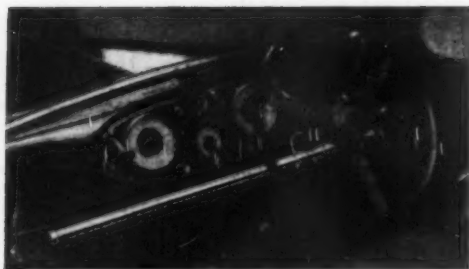
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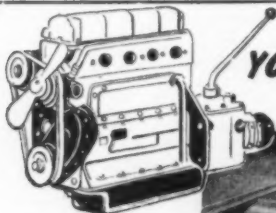
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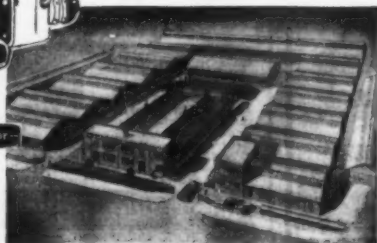
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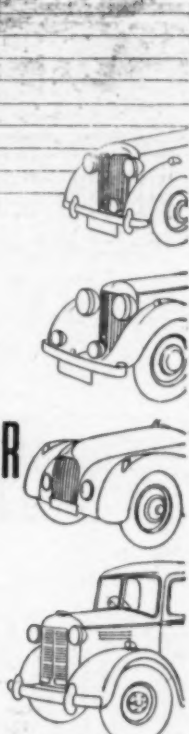


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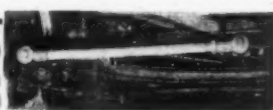
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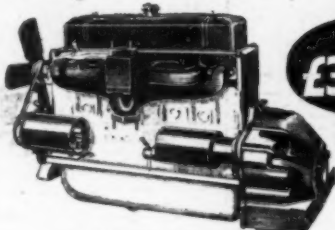
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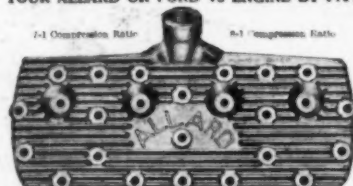
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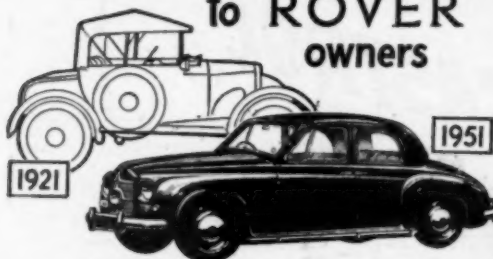
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The Autocar

FOUNDED 1895

No. 2918

FRIDAY, NOVEMBER 2, 1951

Vol. XCVI

New Hope

THIS is a non-party journal, and we must judge each Government on its merits. For many years there has not been an administration of this country which could be called admirable from the motoring viewpoint. The new Government starts its labours with our best wishes, and we trust that it will have earned our commendation by the time its term of office expires.

The previous Government's worst failing from the point of view of the motorist was a lack of appreciation of the economic importance of efficient transport, and a scepticism over the principles that govern successful industry. By depriving manufacturers of their home market, and of steel, it showed its disbelief of the dictum that big production means low cost, with painful results on prices. It further tightened the economic strait-jacket by the imposition of crippling purchase tax.

These are the tenets of restrictive practice, and they came ill from an administration that boasted of its economic planning. If there is to be economic planning rather than allowing consumer demand to govern industry, then it should be expansive, not restrictive, and we look to the Conservatives to reverse the current direction as soon as possible, while expecting no miracles of speed. Heading the list of priorities, therefore, are more steel, more power in the form of coal, and a reduction of the fantastic current Government expenditure in order to lessen the incubus of purchase tax as soon as signs of deflation merit it.

Ahead of the new Minister of Transport is one task that exceeds all others in importance, and that is to improve road communications. The Road Research Laboratory provides convincing proof that the traffic of Britain is grinding to a standstill, and it is a pity that statistical evidence is so ill-absorbed by the public. But Members of Parliament are paid to grasp these things, and there are economists in the new Government who are quite capable of presenting them lucidly.

Colourful Curtain

UNDER the bright blue skies and hot sun of the Mediterranean, the Grand Prix season has closed with the race at Barcelona, reported on pages 1414-16.

J. M. Fangio, by his victory, becomes world champion for the year, and the fact that he drove an Alfa Romeo enables this Italian *marque* to finish the season with tail uplifted again after the recent Ferrari victories. Italian mechanical supremacy in G.P. racing must be ungrudgingly admitted, although tribute should be paid to France for the gallantry of the Sifcas and Talbots and their drivers, and even to those who are trying to get the British challenger to the starting line. It was satisfactory to note that Spanish comments on the B.R.M. absence were confined to the regretful.

The hold of Grand Prix racing on the public has increased yet again with this thrilling season, and all those who have witnessed Continental racing will share our exasperation at the fact that road closure in this country is impossible as the law stands at present, with the result that events with the same air of authenticity cannot be held in Great Britain. The fact is bound to militate against British motoring reputation abroad, and the omission of the authorities to make proper road racing possible in Britain is to be sharply criticized. In times when Britain must fight for markets abroad, no methods of increasing prestige should be neglected.

The present G.P. formula will operate for two more seasons; during that time there is no doubt that the performance of 1½-litre supercharged and 4½-litre unsupercharged cars will increase. After that, engine size is stepped down by the new formula, and 2½ litres unblown will no doubt be the popular category, although it is too early to say that no one is likely to try the 750 c.c. supercharged rating. Thus in 1954 it looks as if G.P. performance will have more effect on the ordinary touring car, for 2½ litres unblown is a very popular size for the post-war road vehicle.

The writer of this article is now chairman of the British Overseas Airways Corporation. Previously he was vice-chairman of the Nuffield Organization and was president of the S.M.M.T., 1947-48. Always a champion of small cars (he had much to do with the conception of the Morris Minor) he gives below cogent reasons why the small car is an important factor in the future activities of the British motor industry. In so doing he provides weighty independent reinforcement of the views that have been expressed in this journal over a considerable period.

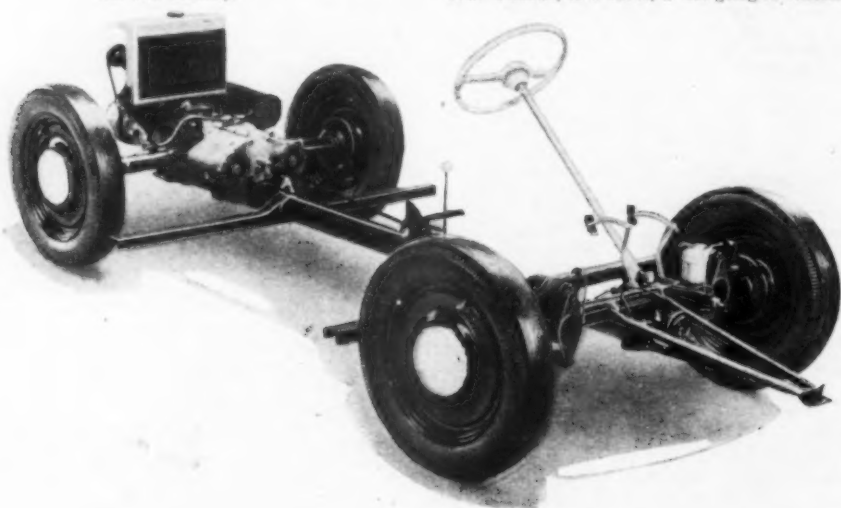


France's little Renault, with a 748 c.c. rear engine, weighs 11½ cwt. The power of the engine has recently been raised to 21 b.h.p., giving the car a lively performance.



The Volkswagen is not a very small car, but it is extremely simple, with its four-cylinder rear engine, plain styling and easily produced panels.

Chassis simplicity: The German Champion is one of several Continental minicars which have single-tube chassis frames and a two-stroke engine as part of an engine-gear box-rear axle assembly.



THE CASE

MARKET CONDITIONS MAKE THIS THE

THE onlooker—more particularly if he be an erstwhile contestant—sees most of the game. Without wishing to appear pompously to parade the mantle of an elder statesman I can sincerely affirm that never in the whole of its exciting history has the British motor industry been more importantly concerned with the development of the small car than it is today.

In my present work I travel to main commercial centres in all parts of the world at frequent intervals. These centres include not only Commonwealth markets but also those of foreign interests in which, owing to its present economic situation, this country is almost desperately desirous of selling its goods.

Today British motor manufacturers are exporting vehicles at the rate-value of about three hundred million pounds a year. That is a magnificent achievement as a post-war record; but do not let us delude ourselves that the same rate of export business would have been achieved had it not been for an acute and world-wide dollar shortage. Because of geographical conditions, such as distances between main centres of trade and population, and particularly because of the state of road development, the overseas motorist would, I find, still prefer to buy a big, large-engined, softly sprung, semi-utilitarian type of car. He was nurtured on such a vehicle; his driving habits were conditioned by it. In short, he was educated, and to an extent his motoring life was indoctrinated, by the typical product from Detroit.

But in post-war years he has not been able to buy those vehicles in large quantities and so, *faute de mieux*, he has bought largely of British cars. And, make no doubt about it, because of their inbuilt quality of workmanship and the soundness of their design he has found them surprisingly good. America used to export somewhere about seven per cent of her total car output. But that total output was so large that the seven per cent numerically represented about 75 per cent of the much smaller total English production; which is why the domestic market in this country has suffered from restricted deliveries. The arithmetical equation is quite simple. Roughly, America produces ten times as many cars as we do, so that seven per cent of their total output grosses up to approximately 70 per cent of ours.

That situation, as I see it, is not going to remain static.

FOR ECONOMY

CRUCIAL MOMENT FOR THE STEP-DOWN IN CAR SIZE

by Sir Miles Thomas,
D.F.C., M.I.Mech.E., M.S.A.E.

A number of Commonwealth and foreign countries have natural products in the shape of mineral wealth and other raw materials that are being bought by America and are gradually building up dollar balances for the countries concerned. And the inhabitants of those countries are not for ever going to be patriotically tied to our political economy. They will demand to be enabled to buy from America the goods that America make, if it so happens, as with cars, these are what they want to use.

And there is another technical factor. It is that thus far, although she has progressed a little way down the horsepower scale, America has not produced the equivalent of the British economy car. I use the word economy in a complimentary and not a derogatory sense, disregarding its social connotations. The American pattern of car usage has not so favoured this type of car that it has made it commercially worth while for the large American manufacturers to undertake its large-scale production. The vast American producing organizations have so much inertia and, contrarily, momentum that their policy has to be unmistakably in conformity with their domestic sales demand before any major change is made.

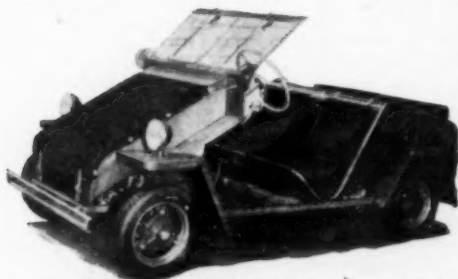
Increasing Popularity

This means, briefly, that while the British medium-sized car may find itself up against considerable competition in world markets in the none-too-distant future, the small car (our nimble eights and tens and more particularly their modern smaller derivatives) stands a very good chance of continuously increasing sales.

Let us not forget, either, that world prices of fuel are increasing and that there are sections of the public to whom, even at present figures, strict economy of fuel is an increasingly important factor.

So much for export.

What about the home market? Historically it is an accepted fact that it was the small car that saved the British motor industry in 1920-25. The Austin Seven—the original baby car—was a milestone of progress. It is not unlikely that the newly announced Austin Seven will similarly mark the beginning of a new phase and a new fashion in motoring development. Although its engine size (thanks to the abolition of horse-power tax) is generous enough to provide low-stressed operation, its economy is not left in any doubt by reason of the advanced design.



An extreme: The Bimobile Piaf, introduced at the Paris Show, has a small engine of motor cycle type, hammock seats and practically no bodywork!

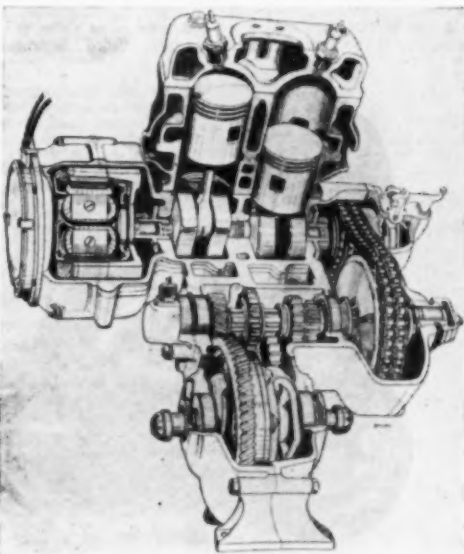
Motor cycle practice applied to cars: An Auto-Union two cylinder, two-stroke engine with a flywheel magneto, and primary chain drive to the gear box.

There is also a vast difference between manufacturing techniques of the 1920 decade and those extant today. Those who can throw their minds back to the host of small low-priced cars that were put on the market in the early 'twenties will remember that attempts were then made to follow conventional manufacturing methods by having separate bodies and chassis.

Today the technique of stressed-skin construction opens new vistas. Readers of *The Autocar* are already familiar with this method of manufacture. It is sometimes known as chassisless construction, but it all arises from the fact that in the inter-war period, both in America and in this country, a method of shaping sheet steel panels by means of expensively formed dies and very heavy presses was developed. It was found—to put it in non-technical language—that bodies made by such a method were so inherently strong that they could withstand the stresses that were normally taken by the conventional chassis frame, and so the "monocoque" or stressed-skin type of construction was evolved. Aeroplanes followed the same pattern. The spar and bracing-wire structure with a light fabric covering gave way to the present design, in which the outer surfaces of sheet metal not only act as aerofoils but also, suitably braced internally, carry the loads as well.

To hark back to cars, the introduction of independent suspension systems accelerated this tendency towards unit construction, because one of the most important technical factors in achieving really good independent suspension is to have a firm and torsionally stiff framework. Without this stiffness the phasing between the front and rear suspensions becomes fugitive. The geometrical precision of the steering is marred and so road-holding as well as passenger comfort and tyre life are impaired.

Now all this basic technical development favours the very small car. There is little need for me to stress how much engine development has helped. European engineers always seem to have had a genius for making small high-efficiency engines, and these, when helped by low weight of the car





Italy's 500C Fiat is a development on the same lines as those followed by British makers, the scaling down of large car design features. It has a four-cylinder water-cooled engine and normal transmission. The austere appearance and simple appointments of the 2 c.v. Citroën (right) have not deterred the Continental motorist, and the model is seen on the road in shoals.

The Case for Economy: *continued*

they have to propel, can perform—and are performing—miracles of fast and economical roadfaring.

From the point of view of the British national economy, the trend towards the smaller car is very important because, clearly, we must try to obtain more "transportation" out of a lower given weight of metal. The current rearmament programme emphasizes this need, but it is perhaps fortunate that, although such items as drop forgings, castings and the like are common to both munitions and automobile manufacture, sheet metal, which is to be plentifully produced at Margam, is not a material that is gobbled up in exceedingly large quantities by rearmament requirements.

Opportunity Knocking

Looking around recent shows I am given to wonder, as one who might be called an international observer, whether Britain is really seizing what appears to be a golden opportunity to consolidate her position in the automobile markets of the world by concentrating still more on these very small economy cars. Are we in danger of the Continental manufacturers building up severe competition in this particular field? Necessity is the mother of invention and economic necessity in Germany, France and Italy has enforced great strides in these very small cars.

I was looking down from a hotel window in Cairo the other day at the flow of traffic going past. Cairo has prob-

ably the most heterogeneous car population in the world. Enormous, bulbous American sedans glittered past in fair numbers, but what impressed me most was the number of tiny Renaults and other European economy cars that were taking their owner-drivers on their daily affairs with *élan* and obvious economy.

Once upon a time the British motor industry could have bought the plant that is today making the Volkswagen. There were no offers. Today the Volkswagen is distinctly competitive, both technically and numerically.

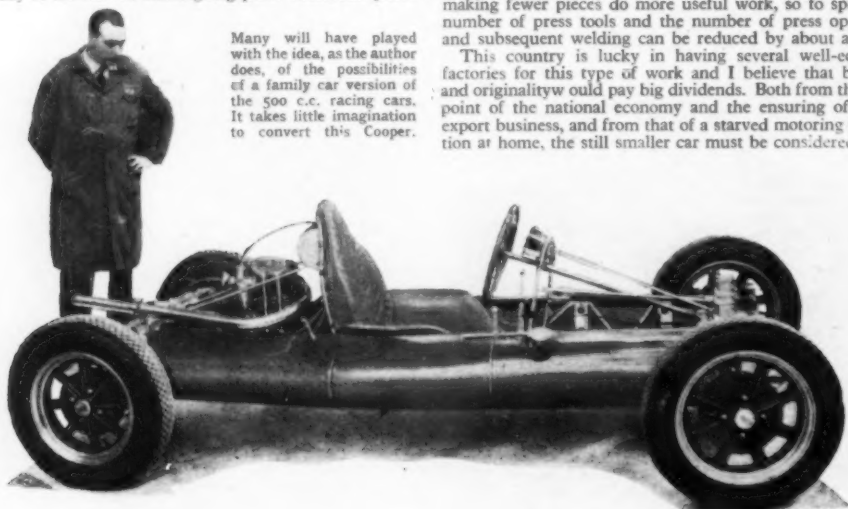
Again, as an outside observer, I have been immensely impressed by the progress of the British 500 c.c. racing cars. If it be true (and history seems to confirm) that the racing car is the progenitor of the touring car, then surely the performance that is being obtained from these gay and trackworthy little single-seaters is a pointer towards their development in more sober guise as cars for Mr. and Mrs. Owner-Driver.

The artisans' car is farther off today than it was even in 1939, despite the very much larger wage packets of the working craftsmen.

When the Morris Minor was originally conceived its target price was £125. True, in its original form it was rather narrower than it is today, but essentially it was very much the same in mechanical detail. The need, as I view it, is for something still more economical to produce.

One of the attractive features about stressed-skin construction is that the number of dies and tools that have to be made for the body shell are far fewer than when an old-fashioned conventional type of car was being considered. By making fewer pieces do more useful work, so to speak, the number of press tools and the number of press operations and subsequent welding can be reduced by about a third.

This country is lucky in having several well-equipped factories for this type of work and I believe that boldness and originality would pay big dividends. Both from the viewpoint of the national economy and the ensuring of lasting export business, and from that of a starved motoring population at home, the still smaller car must be considered.



Many will have played with the idea, as the author does, of the possibilities of a family car version of the 500 c.c. racing cars. It takes little imagination to convert this Cooper.

Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

Gloves

MY car is unheated, and as a result I am a connoisseur of gloves. "You want," said Mrs. Scribe some time ago, "a pair of fur-lined ones." "No," I replied with all the firmness of husbands in such a position, "I want a pair of fur-backed ones," and fur-backed ones I have got. It always seems to me that these are the warmest gloves of all, and it is logical that they should be, for animals do not normally wear their skins in-



Fur backed.

side out. None the less, even with the warmest of gloves, I have to make sure that my finger-tips are warm before donning them, otherwise they go dead on the wheel. The reason is, I suppose, that the wrapping of the finger round the spokes retards the circulation that is already poor at the extremities. I remember a doctor saying to me once that the problem of keeping finger and toe tips warm in cold weather was quite a serious one.

Coincidence

THE chances of running across a certain car at a certain time on the spacious Continent must be quite slim, but it has happened to a reader. He corresponded with another a year ago and exchanged numbers, as they would both be touring abroad at the same time this year. Sure enough they met a few miles south of Rheims. There are, admittedly, a few very popular routes through France, but neither tourist was the type who necessarily used only the famous routes.

Telltale

MY pleasure in informative instruments continues unabated. Just recently I noticed that my fan belt was looking the worse for wear and obtained another. But a frugal Scribe is not the one to throw away a belt that has any life left in it, so the new one was carefully deposited on the back seat while the old continued to the bitter end.

The ammeter gave me due warning

when to change. As the engine revs dropped to idling speed after a fast run I noticed that the needle was flickering unwontedly, and having read all the Sherlock Holmes stories I sat for a moment and worked out the theory. The fan belt, I surmised, had begun to disintegrate and was driving sometimes in the V of the pulleys and sometimes on the flanges, consequently rotating the dynamo armature at very uneven speeds; at high speed it sorted itself out. With no such confidence as the great Holmes would have shown, I opened the bonnet and watched the travel of the belt, then stopped the engine. Gad, Sir, Holmes was right, and the pleasure the fact gave this citizen was equal to that which he felt at having extracted 200 miles of extra life from a fan belt on its last legs.

Emergency

A CORRESPONDENT reports that two friends of his have been ploughed in the driving test because they omitted to use the hand brake as well as the foot brake in the emergency stop; he recalls that in the film, "The Blue Lamp," the driver of a police car reaches down for the hand brake in similar circumstance. Personally, he remarks, he is all for digging his back in and keeping both hands on the wheel for a possible skid.

So am I, especially as the average hand brake to-day would not pull the skin off a rice pudding. But I wonder if that really was the reason why the two candidates failed?

Then—and Now

LOOKING back through early numbers of *The Autocar* for details of a certain engine I noticed that early in 1926 a considerable correspondence was going on about various routes to the Riviera and suitable hotels at which the tourist might stay the night. One writer mentioned the Hotel des Alpes at Barrême and recommended it warmly for its "excellent dinner and spotlessly clean beds . . . at absurdly low prices."

Strangely enough, I called at that hotel in May last, quite by chance,



Looking back.

just because it was time for lunch and because there were three or four French-registered cars parked outside—always a good sign. We certainly lunched extremely well and very reasonably.

The little village of Barrême boasts only 388 inhabitants and it stands about 2,340ft above sea level in the Bas Alpes, about 30 kilometres from Digne. I wonder if the little hotel has maintained its good reputation throughout the twenty-five years since *The Autocar* first mentioned it? The probability is that it has.

New Hazards

TALKING to one of the biggest packers of motor vehicles for export, I was assured that we ordinary folk have little idea of what lurks ready to pounce on us. His company uses a great deal of imported wood, and I was shown a block of two by four in which was a hole about five-eighths to three-quarters of an inch in diameter, twisting, and turning through the length of the wood. It was, I was assured, a worm

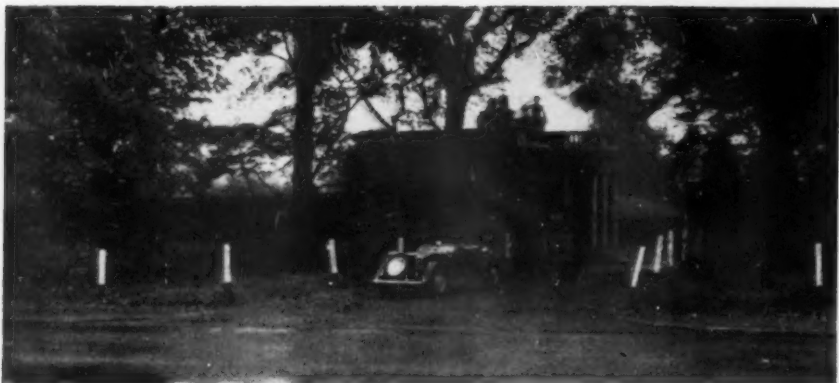


Still chewing.

hole, and to prove it they hauled out a fat yellow bug about 2½in long, still chewing. They tell me that strange creatures often turn up in timber and that they report any suspicious characters to the Excise people in case they might become established in this country. I'm glad of the assurance, although I looked askance at the wooden cappings of my car for a day or two afterwards, wondering whether an auger bug might appear with a crunch and a predatory snarl.

Courteous But . . .

FULL marks to the courteous coach driver who, having parked his vehicle on a main road bend outside a pub, was standing by it directing the one-way traffic system which resulted. Similar was the gallantry of the Western sheriff who boasted that he never, on the occasions when he hanged the wrong hombre, omitted to apologise to the widow



Familiar sight to pre-war enthusiasts; the entrance to Wetherby Grange, where the Yorkshire Sports Car Club used to hold their speed trials.

Just Over the Border

A BRISK RUN TO SCOTLAND BY TD M.G.

IT so happened a short time ago that I was faced with the prospect of making my second long run up the Great North Road within the space of a fortnight, this time to attend the very successful race meeting run on the airfield circuit at Winfield by the Berwick, Lothian and Hawick and District clubs. (Those names always make me feel that there should be a snappy little couplet about them, on the lines of the waiter, the porter and the upstairs maid—but I can never quite get it.) Anyway, there was this journey. Of course, I could have done what many probably much saner people did, and gone by the night train to Berwick-upon-Tweed, but, after all, I don't work for the Railway Travellers' Journal, and the car run is always more interesting.

So I decided to go by car; but in order to avoid doing the same run twice in such a short space of time in the same car I went to ask the Editor if he had any idea where there was a nice fast car which I could borrow for the trip. He said no, which didn't surprise me; but what did surprise me was the fact that later on in the same day he summoned me once more, to tell me that after all he had managed to do something for me in this matter (adding the usual rider about not knowing why on earth he should go to so much trouble on my behalf, but there it was) and that P. M. Walters, a director of Jarvis of Wimbledon, had

offered a trial of his TD M.G. two-seater, which would be just the car for the job.

Now this is no ordinary TD, as it has been modified to stage 2 of the M.G. tuning manual; that is to say, the compression ratio has been raised to 9.3 to 1, the ports have been enlarged and oversize valves fitted. In addition, this particular car had higher-than-standard back axle gearing of 4.55 to 1 (for competition purposes this would probably prove a shade too high, but for fast touring it resulted in a pleasantly high cruising speed without the feeling of over-stressing the engine). So it was with a feeling of pleasurable anticipation that I collected the car from Jarvis' one recent Friday afternoon.

Late Start

As the first of the Show Numbers of *The Autocar* was already out, and the second was casting its heavy shadow over the editorial offices, it proved impossible to leave London as soon as I had hoped. In fact, it was rapidly approaching eight o'clock in the evening before I finally managed to struggle clear of the official establishment; and as the actual racing was due to start at 2 p.m. the following day, and I had no intention of foregoing my beauty sleep, it was obvious that some fairly serious motoring would be necessary. Fortunately, I had co-opted for the arduous position of navigator one Pat Stephenson, an old friend of mine (well, not so old—but you know what I mean), who had filled that difficult spot on many occasions in the past, right from the days when together we founded the original *Scuderia Impecuniosa*, more years ago than I care to remember. So I was at least certain that there would be no complaints from that quarter.

Well, we attired ourselves in suitable Arctic-style clothing, as most of the pleasure of a run in an open car disappears if you are forced to have the hood up, and set off over Blackfriars Bridge and through the purlieus of North London by my own peculiar and devious traffic-avoiding route. Long before we had left the Metropolis behind it was obvious to us both that this was no ordinary Midger; its acceleration in the lower gears was vivid, and the special supplementary hand ignition control proved valuable in controlling the tendency to detonate, which was noticeable in spite of a liberal proportion of Octol in the fuel.



A gruesome twosome at journey's end:

Then we had left speed limits behind, and were purring up the familiar route to the north on a beautiful crisp autumn evening. At Grantham we decided to try to make Bawtry before stopping for the night; so a swift telephonic wrestle was indulged in, as a result of which the hospitable Crown Hotel in that township agreed to await our arrival, which eventually took place at roughly 11.30 p.m. And so, gratefully, to bed.

Saturday morning dawned—and with it the realization that a considerable area of the north of England was buried beneath an opaque blanket of fog. Consequently, it was nine o'clock or more before the M.G. once more took the road to Scotland, and for the first 30 miles or so progress was by no means meteoric. During this period driver and navigator agreed that the whole idea of going up for the week-end by car was just plain stupid anyway, that we were getting too old for this sort of thing, that we were already too old for this sort of car (although at least you could see out of it in foggy weather), and so forth; but then the sun came through the mist and things improved considerably.

Behind Schedule

It was then that the potentialities of the car really became apparent, for we were well behind schedule. Mile after mile was covered at an easy cruising speed of an indicated 4,800-5,000 r.p.m. (which, allowing for a degree of instrumental optimism and other imponderables, represents something in the region of 80 m.p.h.), and in spite of threading our way through the whole length of Newcastle-upon-Tyne and its satellites, not to mention the traffic on its way to Winfield, we arrived in Berwick at 1 p.m., and at the circuit twenty minutes later. And the meeting itself was well worth the trouble, providing a good variety of races and including many keenly fought battles.

It is a pity that many of the Scottish drivers come down south but rarely, so that the majority of the spectators who go to Silverstone and Goodwood, for instance, never see them in action. Ninian Sanderson, Ian Sutherland, Alex McGlashan are three of the names in the half-litre brigade which readily spring to mind, while the ingenious specials of Ian Hopper and Jim Gibbon are two cars which would not disgrace themselves in comparable company anywhere in these islands. Of these two, incidentally, the former employs a Lea-Francis engine in a J.P. chassis, with a two-seater sports body, and is rumoured to be the prototype of a line of J.P. sports cars, while the latter ran in trials



The M.G.'s high compression ratio necessitated the addition of a proportion of Octol at each refuelling stop.



As straight as the eye can see: the New Bedford River, which cuts across the fens from Earith to Downham Market. It was dug to provide drainage for the low-lying countryside.



These beautiful almshouses will strike a chord in the memory of most users of the Great North Road.

JUST OVER THE BORDER

continued



The six-bladed prop is no modern invention.

and speed trials last year as the Girastro Rover, and represents much hard work and practical development.

The spectators—who turned up in very large numbers—loved every minute of it, while the autograph hunters were as active as at any race meeting anywhere. When all the tumult and the shouting had died down, Pat and I turned the nose of the Midget southward again, recrossed the Porder, and eventually reached Darlington before night had fallen too heavily, and there stayed for the night.

Fine and Dry

The following morning—Sunday—although not too promising as far as the weather was concerned, was at least fine and dry. Off we went again, down the Great North Road; but although we had hoped for a reasonably clear run on this section of the trip, we found that there were almost as many heavy lorries about as on week-days. Among the various peculiar loads we noticed in course of transportation, pride of place must go to an enormous drying tower; here the navigator insisted on my hovering in the overtaking position for what seemed like several minutes while he took a photograph of the device. We also got involved in a discussion on steering characteristics, as a result of which we went twice round one roundabout while I proved that the M.G. did, in fact, possess a slight tendency to oversteer.

After Newark we left the direct route and branched off to Sleaford, as we were making for the Newmarket side of Cambridge, where the navigator lives. This involved a long journey over the Fen country, which never fails to stir within me memories of summer holidays in my youth, always spent in Norfolk; down to Holbeach, across to Long Sutton, thence to Wisbech, Littleport and Ely; across many of the famous drains such as the Forty-Foot Drain and the New Bedford River, laid down years ago as part of the

eternal fight against the flooding of this low-lying territory. Ely was alive with people and cars, flocking towards its famous cathedral for the annual Harvest Festival service; and then in no time we were at our destination, and the navigator disembarked. Later I restarted for the solo run back to London, always a fast journey by night down A11, then to Royston and Baldock, then a bit of the Great North Road again, and finally the Barnet by-pass.

So the week-end finished; throughout the 740 miles covered the M.G. never gave a sign of trouble, and behaved perfectly. In all fairness to the car it should be said that really, for a compression ratio as high as that employed in this instance, petrol-benzole is a necessity if the best is to be got out of the engine; but in spite of the absence of that valuable commodity, the performance was quite remarkable on a mixture of Pool and Octol. There were, of course, certain points about the car which I criticized; but I have never yet met the car which was beyond reproach in every way. The handling is good, being a great advance on previous models by virtue of the use of i.f.s. of relative softness, while the power extracted nowadays from the familiar Midget engine gets more and more surprising. In every respect this trip was a great success.

J. A. C.



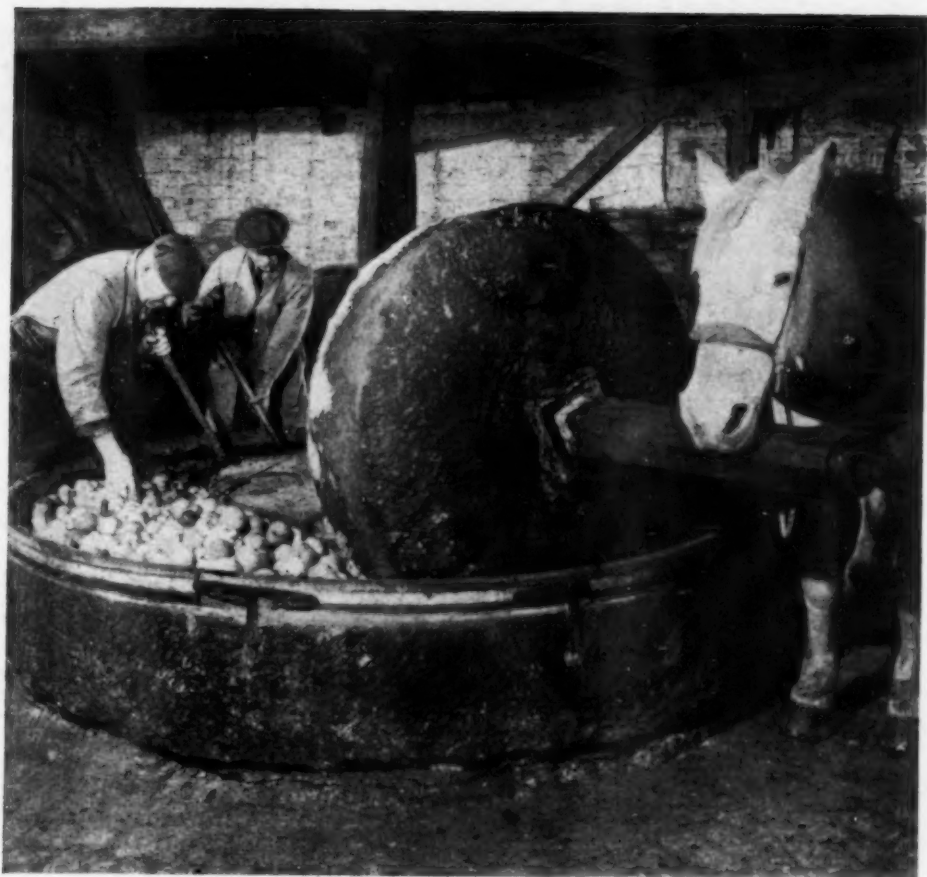
Navigator and steed pose beneath the familiar sign: Scotland won't be long now!

ANOTHER LEASE OF LIFE FOR SILVERSTONE

THE future of Silverstone has at last been settled, as a motor racing circuit; it is now announced that the circuit will be taken over by the B.R.D.C. on January 1, 1952, for a period of four years (national emergencies, and so on, permitting). The B.R.D.C. will operate it on the same sort of basis as the R.A.C. have done; in other words, it will continue to be available for the use of other motor clubs.

This is a piece of good news, and most of the credit for this state of affairs must go to Desmond Scannell, the energetic secretary of the B.R.D.C. While Silverstone is certainly not ideal as a circuit, yet until we have something much better we cannot

afford to lose it, and the number of racing miles covered there in the last year or two must be very considerable indeed. Besides the club meetings held there at an average of twelve a year, it has been the circuit for many major meetings, amongst them the Grand Prix of Europe in 1950, and has drawn such crowds as to cause a considerable traffic problem on the roads by which it is approached, though in this last season special traffic schemes by the police of the counties concerned did much to improve the situation. The first important event at Silverstone in the 1952 programme is to be the fourth International Daily Express meeting on May 10.



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Many hundreds of years ago our forefathers learnt the secret of the apple . . .
crushing it and maturing its juice they produced England's famous cider.
From father to son their skill has been handed on . . . so, too, the skill and experience
of generations of craftsmen has been built into the products of the Standard Motor Company,
representing as they do in every detail of their design 'all that's best in Britain'.



The 1952 Standard Vanguard

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How to spend £30 on a dinner for two

Simply park your car without the protection of Bluecol anti-freeze in the radiator. Then when you've finished your meal you'll probably find £30's worth of frost damage on your plate.

Some cars without Bluecol may get through the winter, *but the odds are against it*. Last year many motorists found that a burst radiator, cracked block, or badly damaged

cooling system is no joke. It was months before they could use their cars again. Even in a mild winter, frost strikes 45 times in the South, 110 in the North . . . so the risk of damage is real.

Why take a chance when you've nothing to gain and a car to lose? Fill with Bluecol and know you're 100% SAFE against 35 degrees of frost for the whole of the winter.

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BLUECOL

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SMITHS MOTOR ACCESSORIES LIMITED, CRICKLEWOOD WORKS, LONDON, N.W.2
THE MOTOR ACCESSORY DIVISION OF S. SMITH & SONS (ENGLAND) LIMITED



NEWS and VIEWS

4,000,000 p.a.

A BELIEF that the U.S. motor industry should be able to turn out a million cars in the first quarter of 1952 has been expressed by the head of the U.S. Defence Production Administration. The industry itself is not so sure, as it feels that the steel allocation cannot be stretched so far.

Petrol Price Increases

I NCREASES in the price of petrol cause corresponding increases in the price of transport—a perfect example of a spiralling cost, with petrol then costing more to deliver. Petrol prices have now taken their turn and have once more been increased. Most motorists will be affected by an increase of 4d a gallon, but petrol filling stations a long way from the main import centres will be 1d a gallon higher. In extreme cases the difference in price will be 4d. This makes the new prices per gallon 3s 7d, 3s 7½d, or 3s 7½d.

Disc Brakes

I N connection with the description of the Girling hydraulic disc brake, a prototype form of which was exhibited at Earls Court, and briefly described on pages 1377-1378 of *The Autocar* of October 26, it should be mentioned that use is made of certain Dunlop patents which were taken out during the development of disc brakes for aircraft.

Book Presented

A CONSIDERABLE gathering of Press and other guests attended at Brown's Hotel, London, on October 29 when the publishers, Newman Neame, Ltd., gave a champagne reception to present a new book by Alan Hess. It is entitled *Wheels Round the World*, and is a survey of long-distance expeditions by car, concluding with the story of Mr. Hess' own round-the-world journey earlier this year, in the Austin A.40 sports. Book and author were introduced by Mr. Geoffrey Neame.

Small Fortunes

P RICE controls on cars made before March, 1950, have now been lifted in South Africa. Perhaps inspired by conditions in Great Britain, South African motorists have been having ideas about handsome profits. Many dealers have been offered 1948 cars for considerably more than their original price. However, it seems that only exceptional cars will sell for more than their original price and that even so the £50 or so excess represents dealers' profits after servicing.

Pedestrian Crossing Laws

A LL readers are reminded that the new regulations governing pedestrian crossings have now taken effect. They were described in *The Autocar* of July 13, 1951. All previous regulations are revoked. Pedestrians now have priority over vehicles only at crossings which are not controlled by traffic lights or police. Uncontrolled crossings are marked with alternate (zebra) black and white stripes in addition to the usual studs and beacons.



Slow motion: In the traditional veteran car "race" in Montmartre, Paris, the winner is the last to finish. The course is over 660 metres.

At controlled crossings, of course, pedestrians cross when the traffic is halted by the lights or policeman. The number of uncontrolled crossings has now been considerably reduced.

Motorists are also warned that 45ft from the approach side of a crossing may be a new sign prohibiting parking, so that other drivers' view of the crossing is not obstructed. Two yellow half circles painted on or near the kerb will indicate this prohibition.

An Eclipse

I N a speech to the Motor Agents' Association, Sir Reginald Rootes, deputy chairman of the Rootes Group, said that the life of a motor agent was going to be no bed of roses, as it never had been and, he hoped, never would be. One cause, he said, was the baleful and deadening effect which multiple and rigid controls could have on any enterprise. Owing to the country's own foolishness it had suffered an eclipse, but he pointed out that our industrial potential was still enormous. Given reasonable freedom of scope he felt that it would be possible to surprise the world with our capacity.

Because of the increase in service costs, caused by labour and material increases, he said that he thought it imperative not to try to make more than a fair profit out of service. Rather, efficient methods and good management should be used to get costs down to the lowest level.

Coachwork Awards

R ESULTS of the private coachwork competition arranged by the Institute of British Carriage and Automobile Manufacturers in conjunction with the London Show have now been published. Hooper take first place in the section for larger closed bodies, with Freestone and Webb second and James Young third. The winning car was a touring limou-

sine on a Daimler chassis. Freestone and Webb took first and second prizes in the section for four-seater closed cars designed for the owner-driver with a saloon on a Rolls-Royce Silver Wraith chassis and another saloon on a Bentley Mark VI chassis. James Young again took third place. Among other prominent prize-winners were E. D. Abbott, Briggs Motor Bodies, Jaguar Cars, Tickford, and the Austin Company.

Cars from Canada

T HE slump in car sales in Canada which has been referred to in *The Autocar*, and which has been caused mainly by recently introduced restrictions on hire purchase, has led to short-time working in some Canadian car manufacturers' plants and to the shipment back to England of a number of British cars. Many of these cars will be re-exported to other countries, but it is likely that some will be converted to right-hand drive and sold on the home market.

Austin cars will be sold, it is understood, at the normal home market price and as they will not be extra to home market quota they will not in any way affect home deliveries; they will be subject to the two-year covenant. The Austin Company will not seek to recover the costs of the double Atlantic voyage from home purchasers.

The Nuffield Organization is also bringing back a number of cars, not wishing to keep them in storage in Canada until demand catches up with stocks in that country. The number of cars to be brought back is stated to be less than 2,000 and those that are placed on the home market will be subject to the usual new-car covenant against re-sale within two years. It is likely that purchase tax, freightage and other costs incurred may lead to list prices being higher than those of new cars placed directly on the home market from the factory.

NEWS AND VIEWS: continued

MORE SHOWTIME HOSPITALITY

Joseph Lucas Lunch

AMONG remarks of interest on the occasion of an informal luncheon given during the Show by Joseph Lucas, Ltd., Dr. E. A. Watson, director, made a plea to motorists not to drive too long in the half light on side lamps only. He supposed that many motorists were afraid of the load imposed on their batteries by the use of head lamps, but the automatic voltage control, he assured them, would take care of this and they need not be afraid of overloading the battery.

The plea might be extended, as it has been by *The Autocar* on previous occasions, to asking drivers to switch on their side lamps earlier, perhaps an even more important point. There are, of course, some who would remind Dr. Watson that under current conditions many motorists are using older cars on which electrical equipment is not of so accommodating a pattern as the modern versions, and on which batteries are not at their best.

Dr. Watson referred also to the advance that had been made in providing really adequate rear lamps on cars, a hint being taken from the transatlantic book. He went on to mention what, again, has often been a point of comment editorially by *The Autocar*, that by contrast the larger

the vehicle the smaller the rear lamp used. There was still much criticism to be made of the heavy vehicles in this important direction.

Caravans 1 a.m.

LEAVING most of their caravans on the stands at the Show, the people who are interested in cars from the rear bumper backwards assembled in London's West End in force during the Show period. The Willerby company joined with Montrose Caravan Distributors for an excellent evening of dinner, dance and cabaret on October 23. On the same evening a dinner given by the Northern Caravan Distributors, of Handforth, Cheshire, was being well attended and enjoyed at the Trocadero Restaurant. This firm are the concessionaires for Dovedale and Brush caravans.

Oldham Family

A LARGE gathering of agents and distributors of the company joined the directors of Oldham and Son, Ltd., the battery manufacturers, at a dinner and cabaret at the Park Lane Hotel in London on October 25. Mr. S. J. Wigglesworth, general manager, and Mr. John Oldham, O.B.E., J.P., chairman of the company,

were among the speakers at this cheerful "family occasion," over which the anxieties of election night were not allowed to cast any shadow.

Daimler and Allard Occasions

AT a cocktail party given by the Daimler Company during the Show, at the Mayfair Hotel, London, Sir Bernard Docker, chairman of the organization, received the guests, together with Lady Docker, for whom the much-discussed Straight Eight Daimler seen on Hooper's stand at the Show was built.

Another enjoyable feature of the second week of the Show was a series of "at homes" to which enthusiasts, members of the industry and the Press were invited by the Allard Company at their Clapham premises.

Aerauto


AEROPLANE and motor racing enthusiasts met at the recent dinner of the Aerauto Association, when the guests of honour were Hugh Kendal, winning pilot of the *Daily Express* air race, and John Heath, of H.W.M. fame. Members of this Association are ex-students of the College of Aeronautical and Automobile Engineering, Chelsea, London. A technical information bureau, to serve its members, especially those living abroad, has now been introduced.



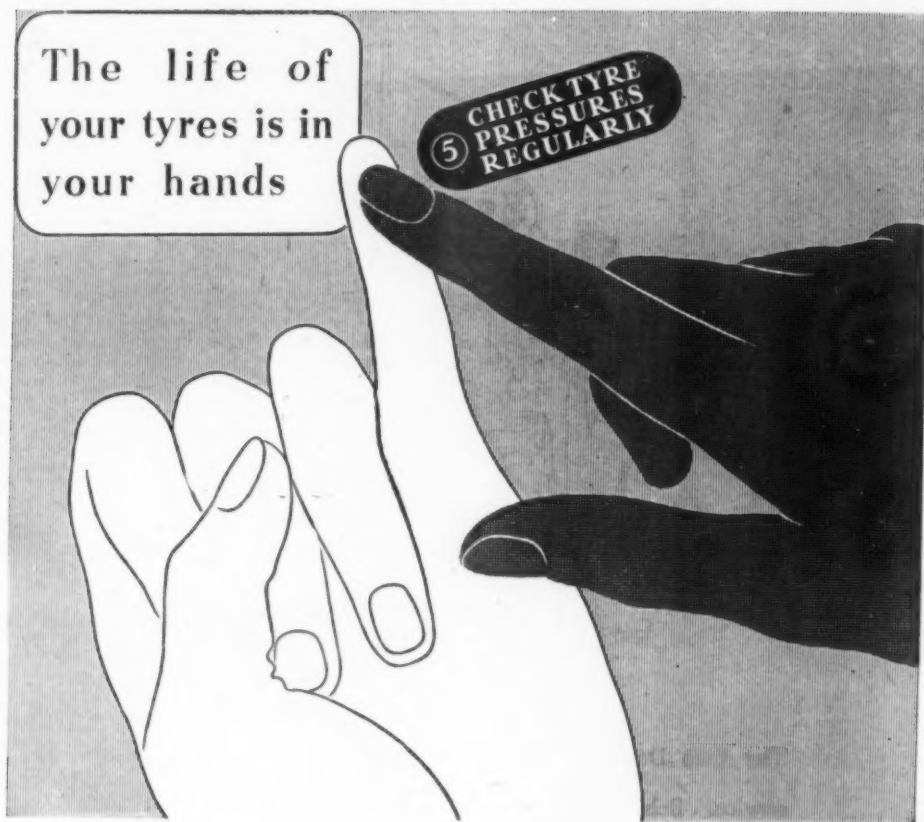
This realistic road scene is a model set in a tunnel, and it was used by Lucas at the London Show to demonstrate the new double-dipping head lamps. Actual lamps were used and in these pictures is shown the effect of the old-type "one out, one dipped" system (top) and the new dipped position with double-filament bulbs (below).



The Esso Dealer welcomes motorists with courtesy and service. Behind him stands the vast new Esso Refinery at Fawley — the largest in Europe — most modern in the world. And from Fawley will come, in the not too distant future, the most advanced petrols Britain has ever known. Which is one more reason why . . .

It pays to say 

ESSO EXTRA ANTI-KNOCK IS COMING



The motorist who is wise enough to own **INDIA TYRES** takes care to prolong their superior safety, comfort and mileage.



These notes are a further selection giving the point of view of the retailer and service station manager. They appear from time to time, to form an admirable balance for the frequent complaints regarding service that motorists make. The last appeared on August 17.

Service Viewpoint

SEEING OURSELVES FROM THE OTHER SIDE OF THE PETROL PUMP



A CAR has just been brought round from the ready-for-collection bay to the reception area where the owner is waiting. It looks a picture; polished coachwork and shining chromium dazzle the eye; the engine is ticking over as smoothly as a sewing machine, almost inaudible. The receptionist stands back to admire, hoping the owner will do likewise. But what is this? The owner is peering grimly at the left-side back mud-guard. Angrily he turns to the receptionist: "That scratch wasn't there when I left the car; one of your clumsy drivers must have done it!" The proud moment is spoiled. The receptionist, tail between legs, walks over to inspect the alleged damage, hopelessly, not knowing what to say.

This sort of situation is not, I am thankful to say, a common occurrence; but when it does occur it is most difficult to handle. Let us face it: in a large workshop where dozens of cars are constantly being manoeuvred in confined spaces, accidents are inevitable; but let us also face the unpleasant fact that there are motorists unscrupulous enough to try to get scratches smoothed out at our expense. So who is to be believed? Our men are reasonably trustworthy and usually report minor incidents in good time, but they are certainly not infallible; but then neither are our customers. In nearly every case we have to give away the benefit of the doubt, but I am often left with the unpleasant thought that we have been wronged, because I know that we are not always at fault.

I wish I knew the answer to this problem. The only watertight solution is to compile an inventory, in the presence of the customer, of every blemish on the car and every loose article inside it; but just put that idea to the chief receptionist on a busy Monday morning and hear his comments!

FOLLOWING on the preceding remarks, here is a story for the believe-it-or-not department. A certain customer complained that the engine of his brand new car was rough and noisy and used a lot of oil. The roughness and noise were largely illusory and certainly not beyond the normal variation from standard which is inevitable with quantity-produced cars, and we said so, quite firmly; but we agreed to conduct an oil consumption test. This was simply a matter of filling the sump

accurately to the full mark on the dipstick, inviting the owner to come back after about two hundred miles, and then measuring carefully the amount of oil required to restore the level to the full mark. In due course the car came in again and we found that more than a quart of oil had apparently been consumed.

THIS seemed conclusive and the owner joyfully demanded a new engine. But the service manager, whom I suspect of being psychic, was not satisfied. "I believe," he said, "that man is a rogue. We will surreptitiously file-mark the sump plug and the boss just above, and treat the fibre washer with chalk for good measure, then we will call for a further consumption test as a double check." This was done. A week later the car came in again, a quart of oil short, but the evidence was conclusive: the two file marks were a quarter of a turn apart and the chalk had been washed away with oil. Undoubtedly the plug had been removed and for what purpose but to extract the missing quart of oil? I am very sorry to have to say so, but this is a true story and just goes to prove what I have said before. Not all the rogues are on our side of the petrol pump.

I MAKE no apology for returning to the subject of repairs to elderly cars. Several letters have been published in the Correspondence columns during the past few months from owners who complain that large, efficient-looking service stations have refused to take any interest in repairing fifteen-year-old cars. Let me make it clear that there are two sides to this problem; the owner, on the one hand, feels that the service station is there, as its title implies, to serve him; the service manager, on the other hand, is reluctant to take on a job which will lead to all sorts of difficulties, will probably never be completed to the owner's satisfaction, will take up valuable floor space for several months and will almost certainly show a loss.

Let us take as an example the extreme case of the motorist who, having failed to foresee a shortage of new cars, omitted to place an order until, say, 1948; he has at last realized that it will be several years before the new car is delivered and he cannot afford to pay £1,000 or so for a low-mileage post-war car, second-hand; so

he decides to have his existing 1936 model thoroughly overhauled. The local garage, however, fails to show the enthusiasm which might be expected at the prospect of a two- or three-hundred pound job; and why? For the following very good reasons:—

(a) After the car has been carefully examined and road tested an estimate will be presented of the cost of carrying out all the work shown to be necessary. This estimate will terrify the owner and a long haggle will ensue as to what can be cut out. The owner will be muttering that he's got used to that rattle now; he doesn't use the car much at nights; and he's not fussy about this and that but just wants to be sure the car won't let him down. When he can get a word in the service manager mutters in his turn about not being able to guarantee satisfaction if so-and-so is not put right, spoiling the ship for a ha'porth of tar, and putting new wine into old bottles. Eventually some sort of compromise is reached which is not really satisfactory to either party.

(b) When the process of dismantling is well under way all sorts of defects are revealed which could not be detected during the original examination and test. More arguments follow about supplementary instructions and the compromise estimate begins to lose its meaning.

(c) When the reassembly stage is reached the spare parts bogey rears its ugly head. The owner simply cannot understand that we do not produce a new crown-wheel and pinion by waving a magic wand; and the service manager wonders whether there will be any profit left when all the telephone calls to possible suppliers have been taken into account.

(d) About six months later the job is at last completed. The original crown-wheel and pinion assembly, thoroughly disturbed by an unhappy marriage to a new set of bearings, wails like a French tramcar going round a sharp corner, and the many defects which the owner didn't think mattered are thrown into horrible prominence by contrast with those parts which have received attention.

The repairer must give these unfortunate owners of obsolete cars a clear picture of the position as tactfully as possible, so that if they insist on the repairs being put in hand they cannot say they weren't warned. SERVICEMAN.

Driving Trainer

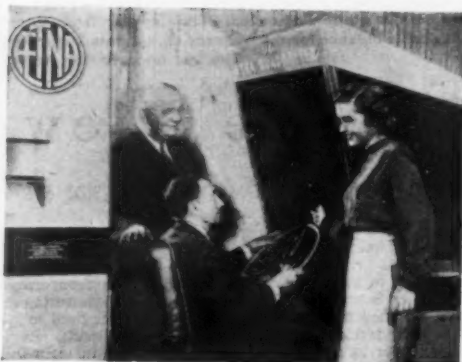
COLOURFUL REACTION TESTS

A MACHINE which has been arousing a good deal of interest in America, where teen-age drivers are numerous, and their vehicles something of a social problem, was recently demonstrated in London, during the National Safety Congress of the Royal Society for the Prevention of Accidents, held early in October.

The machine is the Aetna Roadometer, a driving trainer which has been sponsored by an American insurance company. It was first shown at the exhibition of the Greater New York Safety Council, and tests conducted at the Brooklyn High School of Automotive Trades led the news section of the board of education in New York to issue a bulletin containing somewhat extravagant claims for it.

Seated at a set of dummy controls, the pupil driver "drives" his car down a road which appears on a screen in front of him, and the speed of his progress is regulated by his foot pressing on the throttle. He starts the test himself—after reading a set of instructions which appear on the screen—by pressing the pedal. The test is independent of any outside instructor, as the pupil is handled entirely by the machine. As he drives, a series of incidents take place on this Technicolor highway. He follows a car, and it pulls out to avoid a road block. From behind a parked van a pedestrian rushes, to scuttle back again when the horn of the "car" is blown, as it should be. From a vehicle in front of the pupil driver a large box falls and a "crash" stop is required. Finally, on taking a corner, it is necessary to brake violently to avoid a car which is passing another on the corner. The reaction of the pupil in all these emergencies and his precision in steering, also his anticipation in using Trafficators, is measured by a complex box of electronic apparatus (sometimes described as

A pupil at the dummy controls of the Aetna Roadometer driving trainer. Reaction times to a series of incidents on the screen before him are measured by the electronic recorder on the left.



a "brain"), which rattles and clicks ominously while the test is in progress. Finally, it throws out a card on which is the pupil's score. A low score is good, a high one bad, and the maximum is 180. The average, according to the representatives of the manufacturers, is about 80-90.

Practice Lap

This is all diverting. A representative of *The Autocar* discovered that his score improved on taking the test for the second time, as might be expected, as all the incidents were by then deprived of the element of surprise. The fact that the pupil is driving on the right of the road made it seem a little strange at first, as the steering of the car down Asylum Avenue, West Hartford (the actual road shown) required some getting accustomed to. There is no doubt that the machine did give the "feel" of a road incident very realistically. On the other hand, to be judged on steering by this jury of relays and photo-electric cells seemed a little hard, as the feel of the steering was unlike that of any car in the pupil's experience. A glance at the card reveals that of the nine incidents on which the score is made, six of them are simple reaction

tests. As soon as a spot of light from the film (at the beginning of the incident) activates a cell, the reaction time until brake or horn is operated is measured.

The pupil while taking the test is, of course, on his guard, and reactions are likely to be better than under more normal conditions. On the other hand, actual physical ability of the individual driver, as shown by his reactions, is well measured. It would be most interesting to play with this machine at different times of the day, and at different degrees of lack of sleep, or plenitude of alcohol. It is felt that driving conditions—safety so often depends on the ability to concentrate for long periods—are too complex to be simulated by any machine yet in existence, and road experience is a form of instruction that cannot be supplanted. Under American conditions, where road experience is often small for the teen-ager who is handed the family Buick or Cadillac to play with, it may well be of considerable value, but experience of it in England is so far slight. In the initial period of driving instruction, where it would show the pupil in a dramatic way the kind of situation he might meet with, it might well be of much value also.

Snetterton Heath Sprints

THE Aston Martin Owners' Club should be well satisfied with their meeting at Snetterton, Norfolk, last Saturday. The weather was sunny, attendance good and many front rank drivers who competed commented most favourably on this new circuit, and hoped that proper circuit races could be run there next year.

The circuit which, not unnaturally, is on a disused aerodrome, had to be covered twice, and up to six cars started together. This really meant a series of two-lap races, and was more interesting than a plain sprint meeting. One lap measures 2.70 miles, and fastest lap of the day was higher than the maximum on the conversion tables in the programme, so one can safely assume that the circuit is faster than expected!

The morning started with the sports cars; of these, two were particularly outstanding: F. C. Davis, driving the Cooper-M.G., with Ferran-type bodywork, ran away from his competitors and won at an average of 71.5 m.p.h., and R. C. Willis, in his B.M.W.-Bristol Special, also pulverized all opposition and recorded nearly 74 m.p.h.

The first real excitement in the racing

car classes was the magnificent duel between George Abecassis, with the H.W.M., and Ray Merrick, driving his Cooper with the 1,132 c.c. Norton-J.A.P. engine mixture. They were wheel to wheel all round the course, first one leading, then the other, till Merrick finally scraped over the line a few lengths in the lead.

F.t.d. contenders were Dennis Poore, last year's hill climbing champion, and Ken Wharton, this year's champion. Wharton was driving Peter Bell's 2-litre E.R.A., and in the first race initially lost the lead to Poore; on the first lap he was coming up fast, but spun round, leaving the hairpin bend on the back of the course, so letting Poore win by a small margin. On their second runs both obviously had their eye on the £100 for f.t.d., and Wharton fairly shot off the mark into the lead; Poore hesitated on the line, and his engine never seemed quite to pick up—Wharton streaked round twice, and won, in 3m 56s for two laps, an overall average of over 82 m.p.h. His fastest lap was just under 90 m.p.h., and this gives an indication of the possibilities of the course for circuit racing.

As the club heard of the site only five

weeks ago, all credit to them for putting on such an excellent meeting and getting a fine entry. The circuit is less bleak than most airfields, and shrubs and bushes give many of the points a more natural aspect. A large hangar is also available as a covered paddock, and good concrete roadways should keep the mud problem down in bad weather.

Altogether, a most exhilarating finish to the season's speed events.

(Picture on page 1408)

PROVISIONAL RESULTS

F.t.d.: E.R.A. (K. Wharton), 3m 55s, 82.4 m.p.h.; Alfa Romeo (R. D. Poore), 3m 57.6s, 82.0; 3. H.W.M. (J. Duncan Hamilton), 4m 08.4s, 78.2; 4. Cooper 1,087 c.c. (A. Bonker), 4m 11.2s, 77.5; 5. Cooper-J.A.P. 1,132 (R. Merrick), 4m 12.2s, 77.1. **Fastest sports car (4th f.t.d.):** B.M.W. Spl. (R. C. Willis), 4m 20.2s, 74.7 m.p.h.; 2. Jaguar XK120 (F. H. Howorth), 4m 20.4s, 74.6. **Class awards:** **Racing cars:** Unlimited, E.R.A. (K. Wharton), 3m 55s, 82.4 m.p.h.; formula 1, Jaguar XK120 (W. R. Black), 4m 31s, 71.9; formula 2, H.W.M. (J. Duncan Hamilton), 4m 08.4s, 78.2; 501 to 1,100 c.c. u.s., Cooper (C. A. Bonker), 4m 11.2s, 77.5; formula 5, J.B.S. (A. W. Richards), 4m 39.2s, 69.7. **Sports cars:** Over 3,000 c.c., Jaguar XK120 (F. H. Howorth), 4m 20.4s, 74.6 m.p.h.; 2,001 to 3,000 c.c., Aston Martin DB2 (M. Morris Goodall), 4m 45.4s, 68.7; 1,051 to 2,000 c.c., B.M.W. Spl. (R. C. Willis), 4m 20.2s, 74.7; 1,101 to 1,500 c.c., Cooper-M.G. (F. C. Davis), 4m 32.2s, 71.6. **Best lady driver:** Aston Martin Spl. Spl. (Mrs. B. Stapleton), 4m 55s, 65.9 m.p.h.; **Best pre-war Aston Martin:** Aston Martin Spl. Spl. (K. Jacobs), 4m 41.5s, 69.1; **Best Vintage Aston Martin:** International (P. Sims), 5m 29s.5s; **Best post-war Aston Martin:** DB2 (M. Morris Goodall), 4m 45.4s, 68.7.

The Autocar ROAD TESTS



DATA FOR THE DRIVER

VAUXHALL VELOX

PRICE, with saloon body, £515, plus £87 12s 3d British purchase tax. Total (in Great Britain), £602 12s 3d.

ENGINE: 17.96 h.p. (R.A.C. rating), 6 cylinders, overhead valves, 69.5 x 100 mm, 2,275 c.c. Brake Horse-power: 58.3 at 3,500 r.p.m. Compression Ratio: 6.75 to 1. Max. Torque: 106.5 lb ft at 1,100 r.p.m. 18.4 m.p.h. per 1,000 r.p.m. on top gear.

WEIGHT: (in running trim with 5 gals fuel) 23 cwt 0 qr 19 lb (2,483 lb). Front wheels 56.7 per cent; rear wheels 43.3 per cent. L.B. per C.C.: 1.09. B.H.P. per 100: 52.6.

TYRE SIZE: 5.50 — 15in on bolt-on steel disc wheels.

TANK CAPACITY: 21 English gallons. Approximate fuel consumption range, 20—27 m.p.g. (12.8—10.5 litres per 100 km).

TURNING CIRCLE: 35ft-6in (R. and L.). Steering wheel movement from lock to lock: 2½ turns. LIGHTING SET: 12-volt.

MAIN DIMENSIONS: Wheelbase, 8ft 7in. Track, 4ft 5in (front); 4ft 6¼in (rear). Overall length, 14ft 4¼in; width, 5ft 7in; height, 5ft 3¼in. Minimum Ground Clearance: 7¼in.

ACCELERATION

Overall gear ratios	From steady	From steady	From steady	From steady
	10-30	30-40	40-50	50-60
	sec	sec	sec	sec
4.125 to 1	9.6	9.6	10.4	11.92
6.75 to 1	6.6	6.5	9.1	—
12.75 to 1	—	—	—	—

From rest through gears to:—

	sec	sec	sec
30 m.p.h. .. 6.8	60 m.p.h. .. 22.4		
50 m.p.h. .. 15.6	70 m.p.h. .. 32.4		

SPEEDS ON GEARS

(by Electric Speedometer)	M.p.h. (normal and max)	K.p.h. (normal and max)
1st	30-50	39-65
2nd	46-55	74-89
Top	78.5	126

Speedometer correction

Car Speedometer	Electric Speedometer
	m.p.h.
10	8.5
20	21.0
30	30.0
40	39.5
50	49.0
60	58.0
70	69.0
78.5	78.5

WEATHER: Dry, cool, wind light. Acceleration figures are the means of several runs in opposite directions. Described in "The Autocar" of August 24, 1951.

Practical considerations have prevailed in the new design, which if not strikingly elegant, has the merit of being thoroughly workmanlike. The American influence is strong.

No. 1446: VAUXHALL VELOX SALOON

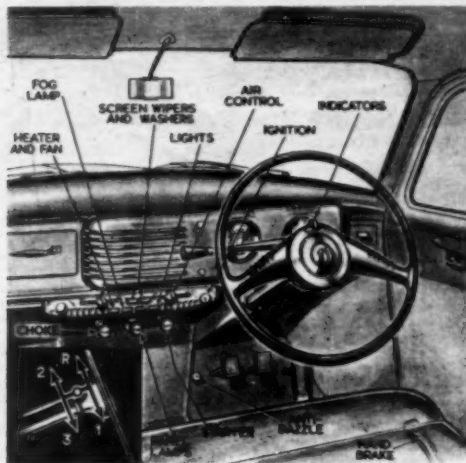
THE Vauxhall Velox and Wyvern cars introduced in 1948 gained an excellent name for performance, reliability and operating economy, but they bore signs of their pre-war ancestry in both bodywork and mechanical details, and there is therefore special interest in reviewing the behaviour of the true post-war models which replaced them in August of this year.

Papers read before engineering societies have revealed that for some years past Vauxhall engineers have been carrying out important pioneer research work into the problems of steering and road holding, but owing to the time lag inherent in large-scale production, particularly under post-war conditions, their special knowledge has not been fully reflected in the product until now. A test run on the new Velox shows at once that it combines the fine top-gear performance, comfort, smoothness and fuel economy of the previous car with greatly increased passenger and luggage space and really exceptional handling qualities. It achieves a standard in steering and road holding reached by very few family cars at any price and is clearly destined to appeal to former Vauxhall owners, while attracting a new and enthusiastic following elsewhere.

A comparison with the previous model shows that the new Velox has an increase of five inches on the width of the front seat and over a foot on the rear seat, sufficient to make it a very roomy four-seater and a reasonable six-seater for journeys of moderate length.

There is more legroom at the back and greatly increased luggage space. The wheelbase is 5½ inches longer than before, and the overall length is increased by eight inches, but a really adequate steering lock enables the car to be manoeuvred easily in confined spaces. Moreover, the increase in size and interior space has cost only a few pounds extra on the weight; Vauxhalls have been building unit construction cars since 1937 and know a great deal about combining strength with lightness in this type of body. The power unit is the same six-cylinder 2½-litre engine as before, with only minor alterations, and it propels this larger car with practically the same fuel consumption and almost the same acceleration up to 50 m.p.h. as its predecessors. Above 50 m.p.h. there is a gain in acceleration which may come from the smoother shape of the new model.

The engine is smooth, quiet and flexible and will pull away from speeds as low as 8 m.p.h. on top gear without snatch or judder. The Velox is therefore a top-gear car which yields a good performance even if the gear box is virtually ignored. On the other hand, an effective synchromesh invites use of second gear and the car will accelerate quickly





Full width indeed: The bonnet line is fairly high and the windscreen has a pronounced curve.



The rear view is more pleasing than the front. The rudimentary rear wings, with grit guards, are interesting. The rear window is curved, and there is exceptionally large luggage space.

ROAD TEST

continued

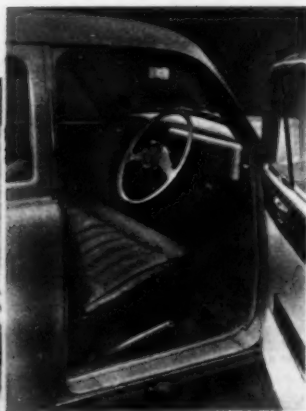
up to nearly 50 m.p.h. on this ratio without giving a suggestion that it is being overdriven.

When travelling fast the car really inspires confidence; it neither oversteers nor understeers, but does exactly what the driver intends when taken fast into a series of sharp bends. The steering is light and not too low geared and only on quite rough roads is any tremor perceptible through the steering wheel.

The new suspension has coil spring and wishbones instead of the previous Dubonnet layout with projecting arms and torsion bars; it combines excellent riding comfort with precise handling. Any tendency to nose dive when the brakes are applied hard is defeated by the unusual mounting of the rear axle ahead of the centre point on its half-elliptic springs. The brakes have leading- and trailing-shoes connected by a special linkage which has been used by Vauxhall for some time past, and they stand up well to hard use, but a fairly heavy pedal pressure is required to bring their full power into operation. The pull-up hand brake at the side of the driving seat is powerful and pleasant to use. It has a well-planned guard to prevent accidental release of the ratchet.

Controls are generally well arranged, with a two-spoke steering wheel which allows a good view of the instruments and a smooth, progressive throttle. A curved screen and large rear window contribute to good all-round vision, but the bonnet is rather high and the far wing cannot be seen by the driver. The screen is rather far from the driver's eyes by European standards and the pillars are not particularly slim. These are features which are associated almost inevitably with the modern desire for a wide door hinged on its forward edge, and the doors on the Velox certainly do make it very easy for the passengers to get in and out. Positive checks hold the doors in the open position. The door locks are unusual, as press buttons are used both inside and outside, and each interior button has a sliding catch which enables the door to be slam locked. The key provided will then open either of the front doors. This arrangement does make it possible to lock the key inside the car, but on a long day with many business calls it does save a great deal of tedious squirming about and fiddling with keys when the car has to be left unattended. On the inside of each door the press button is surmounted by a plated grab handle which looks rather like an ashtray, but

A puzzle for potential thieves, the luggage locker catch is well concealed on the corner of the rear seat. The door catches have button releases, and the doors themselves are fitted with pulls which serve as arm rests for the passengers.

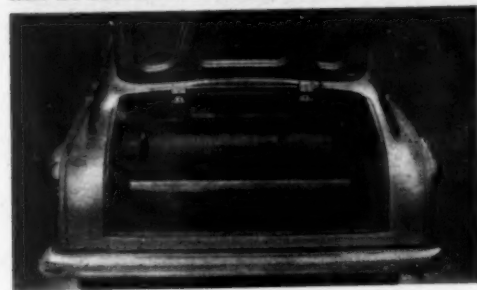


Space, in a car of moderate size, is the keynote of the interior. The hand brake lever is well and unusually placed. The instruments are compactly grouped in a transparent plastic moulding — an original method.

is cut away on the underside to discourage its use for this purpose. Capacious pockets are built into the front doors to supplement the big locker in the fascia. Instruments are grouped in front of the driver in a moulded plastic casing, part of which can be sprung open to reveal a space where a specially designed radio can quickly be installed.

A feature of the Velox design is the provision made during assembly for fitting of approved accessories. The control button and nozzles are already provided for a screen spray, while controls and ducts are installed for the optional heater system. Without the heater there is effective ventilation and windscreen de-misting. With the heater unit installed, fresh warmed air drawn through a duct from the front of the car can be supplied to the passengers' feet while cool air goes to the screen. Alternatively, the fresh air can be shut off and air from inside the car can be warmed and forced through ducts in the scuttle to remove ice from the screen. Like previous Vauxhall units, the heater works well and responds quickly to changes in control settings.

The side windows are of the familiar Vauxhall self-balanced direct-action type with small finger grips attached to the glass to enable it to be moved up or down. Door locks are interconnected with the windows so that the car



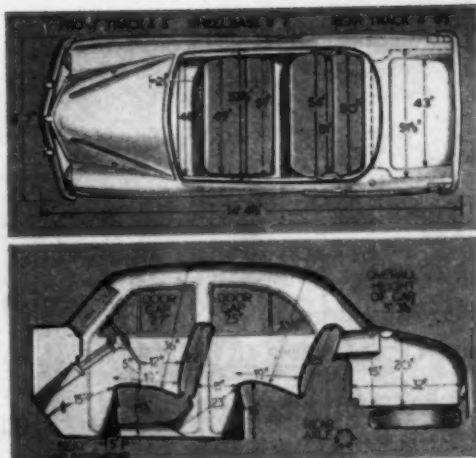
Stop lights are well faired-in at the rear, and the luggage space is considerable. The fuel tank is seen beyond the luggage space and above it is a tool box.

can be locked up with the windows fully closed, or slightly open for ventilation in hot weather. The front seat, a single bench with no central arm rest, has a smooth sliding adjustment and there is a spring which tends to draw it forward when the central catch is released, on the principle that passengers find it easier to push the seat back than draw it forward when seated in the car.

There are twin visors over the screen, and the wipers, which are positively driven by the engine through a flexible connection, are self-parking. Ashtrays are provided on each side of the fascia and another is recessed in the back of the front seat. Instruments comprise water thermometer, fuel gauge and speedometer, with head lamp beam indicator and warning lights for dynamo charge and oil pressure. There is a rheostat switch to control the intensity of instrument illumination. Head lamps are of the double dipping type and give a beam which enables the full performance of the car to be used at night.

Upholstery is particularly comfortable, utilizing a new type of crinkly wire spring case, covered in duo-tone Vynide, and foam rubber is used both for the back rests and for the hinged central arm rest at the rear. A press button recessed in the heel board of the rear seat releases the lid of the luggage locker, which opens to reveal a very large amount of useful space with a smooth flat floor. The spare wheel is carried in a cradle below the floor of the luggage locker and is released by winding down a screw jack with the aid of the wheelbrace.

The bonnet has a practical type of combined lock and hinge which enables it to be opened from either side, and by releasing both catches the whole bonnet can be removed completely in a few seconds. Each catch is controlled by a handle which has to be pulled up vertically from a socket at the side of the bonnet, and it does seem as if this could



Measurements in these scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

be immobilized by ice in winter. Another small point of criticism concerns the fuel filler. It has a spring-loaded cap fitting flush with the body panel, but on the car tested this did not always work smoothly and the filler itself would not accept the full output from a modern electric pump without spilling over. The fuel tank is mounted fairly high, just behind the rear seat, and a petrol tap is therefore provided under the bonnet to prevent the tank draining when attention is being given to fuel pump or filter.

Starting was satisfactory throughout the test, and after a few moments the thermostatically controlled hot-spot on the manifold enabled the engine to pull adequately without use of the choke. There was no tendency to run-on when switching off after prolonged periods of hard driving on British Pool petrol. The maximum speed may be put at just 80 m.p.h. in favourable conditions, and there is brisk acceleration on the level or up the average main road hill which makes it easy to maintain a high cruising speed. The suspension makes light of rough road surfaces, the bodywork is remarkably quiet, and there is a considerable degree of mechanical refinement. These things make for comfort, just as the fine steering and handling qualities promote peace of mind. The Velox will travel fast on the open road or crawl through traffic with the minimum of gear changing. It is a thoroughly roadworthy car which excited first the respect and then the enthusiasm of those who handled it in the course of the test programme.

The bonnet is hinged at either side, and lifts sideways. It can be wholly removed if required. Inside, the six-cylinder engine, heater ducts and accessible battery are well grouped in the space available.





The flags of Britain, America, France, Italy, Canada and West Germany—the six countries exhibiting their products—stand high in the centre of the glittering hall.

again, and then the pampas grass quivered as Big Ben vibrated the hour. It was ten o'clock; the Show was open for another day.

Although during a week-day morning a body of well-dressed gentlemen manage to look surprisingly purposeful in their journeys from one flower-decked stand to another, there must be many like me who are secretly bewildered at where to start. The red leather interior of a white Sunbeam-Talbot convertible matched perfectly the red base of its stand and the flower-pot construction above which the Rootes attendants emerged; even the red of the gladioli. The pale blue 1952 Simca Aronde revolved prettily on its stand, its doors flying suddenly open to show a red plush interior. The little Panhards still dare to carry a naked spare wheel, and there was the unforgettable peacock blue of the Jensen cars; the tomato red of an XK120 Jaguar. The colours this year were, in fact, so unusual that I was ashamed at gazing for lost stretches of time at the metal finish of a transparently rose-peach Aston Martin, the subtle dark green of a Bentley, when others were busy with things much less elementary.

To atone for this I studied the stripped chassis of the Ferrari, to find my eyes drawn to its plain polished wood steering wheel, a prancing horse at its centre; and when someone remarked that the new 3-litre Alvis looked as if it had its sleeves rolled up, I sped across to see for myself, and noticed instead the tasteful wooden fascia and comfortable running-board on which to balance when getting out of the car. Monsieur Saoutchik, perhaps the Dior of the motoring world, caught my eye with a steering wheel, the grip of which was a plastic-covered banded wire, nice to the touch; the blue and white fascia of a baby Fiat looked like a *boudoir*. I wished briefly that I could drive off in the Fiat *Jardinière*, and wondered, while being carried up by escalator to the gallery, who had designed the motif on the front of the four Alfa Romeos—a lovely slim winged shape of metal, fashioned, it seemed, by a streaming head wind.

Upstairs there was a different world, where people sat in cosily recessed offices behind their stands. Trolleys laden with cakes, milk and "pop" were being wheeled on their morning delivery, and there was an amiable rivalry about the place that is not often found outside a country market.

The inventiveness of display was surprising. Terry's

COURT CIRCULAR

THE ERRANT NYMPH TAKES A GLANCE

By CATHERINE STOKES

IF it were possible to find on a distant isle someone innocent of both newspapers and a radio set, who realized no link between the words "austerity" and "England," knew nothing of rearmament, and the sad disparity between the imports of this country and her exports, I should want to drop him by helicopter instantly into Earls Court at Show time, and hope that his first impression would be one of prosperity. For to me, this brilliance of polished metal and flowers belies the bleak facts; the flamboyant colours refuse to be dulled by a thin economy.

Like some living person—for it is strong with life—the Show has many moods. I arrived at half-past eight in the morning, to find it asleep in dust sheets, and watched it wake into a bustle of polishing attendants and girls arranging with infinite care each bloom in its vase. Four men were grooming the Humber Hawk saloon, one attendant flicked fastidiously with his feather duster at the mirror beneath the Sunbeam-Talbot stripped engine and rear axle, and that windswept woman on the front of a Rolls-Royce looked down at a Hoover cleaning her patch of carpet. "The exhibition will open in half an hour's time," we were told by the loudspeakers. "Before the public enter the building, will all exhibitors please ensure that dust sheets are removed from their displays and are tidily disposed of, and that last-minute sweepings are not deposited in the gangways?" Fifteen minutes later this message was relayed



Cars are by no means the only things to be groomed at a Show—there are the banks of flowers, and vases to be arranged on their pedestals. Some of the cars had the effect of being parked in someone's herbaceous borders.

spring were brilliant spirals of different colours, a sinister figure on the Metalastik stand—made of enlarged bushes—moved its legs continuously; a Pirelli tyre gyrated on a mirrored surface, and an apparently unattached hand pressed up and down a Latex rubber pad. I looked especially for gay seat coverings, and found woven fibre ones of coloured raffia shown by the Longdale Company, of Johannesburg, South Africa, and nylon seat covering shone in rich folds on the Regency Covers' stand, while the display of Scotch tartans, with matching wrap-rugs, at Karobes, of Leamington, would warm the coldest day. Harassed attendants at the Redex display—where a complete model car scene had been constructed—were coping with a small, dark boy who pulled vigorously at the exhibits. It was lunch-time now, and people were queuing for tea and sandwiches, the leisured waiting for long periods in the restaurants between their soup and fish. Four men sipped tea under the hull of a white boat, and in the gallery motherly women were unpacking parcels of sandwiches for their families.

I spent the time feeling a little sorry for the American cars, that their bulk should be shown alongside the most restrained European sophisticates, imagining a giant Plymouth slipping along Broadway, its size diminished by a New York skyscraper. True, I did have to agree that a few facias resembled the stops of a theatre organ, but I "stood



There may be a queue waiting at the main entrance of Earl's Court, but there is still half an hour to go before the Show will open. The gangways are swept, dead flowers of yesterday carried away.

up" for a pale green Studebaker as if it were my very own, resulting perhaps from a contrariness in me that must like what everyone else does not—at school it is known as a lack of team spirit; and I did like the yellow, grey, white and black striped seat covering in the Nash Rambler.

Then I stood for awhile besides a gilt-edged table in "millionaires' row." It was evening now, and the superior business-like public had almost disappeared; instead fathers and mothers with troupes of children were in turn intimidated by a price label, or became boldly reckless under its stare. "That's about as sporting as the Lord Mayor's procession," someone said, pointing at a fabulously priced sports model, and comparisons with a hearse were not unheard. But the golf clubs and tennis racquets leaning on a pile of leather cases, to demonstrate the capacity of the Bentley Countryman's locker, brought close the autumn stillness of a Hampshire weekend, with two spaniels panting out of each rear window, their tongues lolling from their mouths. One family was sitting in a Daimler as if they owned it, until quite suddenly they bundled out and disappeared into a Morris Minor. I imagined a well-dressed gentleman pointing with a tightly rolled umbrella at the Silver Dawn and ordering it, casually, as if it were a new suit, then thousands of pounds being weighed out for him on the scales of the National Provincial Bank outside, which was lifted above the normal rut of things by a notice saying "Ici on parle Francais: Man spricht Deutsch."



"... the National Provincial Bank, which was lifted above the normal rut of things by a notice saying, 'Ici on parle Francais: Man spricht Deutsch.'"



This wolf revolved on its dais, brilliantly white amid the splendid finish of Wolf electric tools.



"I wished briefly that I could drive off in the Fiat Jardiniere..."

I have the failing—and I think it is a common one—of being attracted by a crowd looking at the same thing. Any exhibition is, therefore, a matter of working my way determinedly through tight wedges of people; and this way one does see as much of the people looking at the displays as of the exhibits themselves—if not more. I noticed, for instance, how the most haughty woman will become humble before a bare engine, and how men flower for one brief evening in a heightened esteem. Only in the caravan section, in fact, can the feminine mind retain its grip, and looking out of the window of one of these I saw a horde of little boys putting their fingers on the polished flanks of the red Delahaye. It seemed like a giant fun fair, quite different from the bowler-hatted morning, the revolving cars as if on slow-moving roundabouts. It has been described in the evening as carnival-like. But the flowers were drooping when I left, and the desolate corridors that surround the show room were silent, as strange as the still dust-sheeted cars. An attendant yawned; the Carnival was over.

M.C.C. NATIONAL RALLY

450 COMPETITORS SET OUT NEXT WEEK

IT is interesting and encouraging to notice the ever-growing popularity of the rally type of event. Although the holiday tour at a leisurely pace remains popular, there are always several hundred or so—and the number seems to be growing—who would rather chance snow, ice and fog on the stiff time schedule of a rally. Perhaps, therefore, with its uncertainty of rain and fog and frost, the M.C.C. are wise in choosing November for their Daily Express National Motor Rally. There are 450 cars, the maximum number that can be accepted, in the Rally this year, and many more entries had to be turned away.

The event covers a great deal of England, to say nothing of Scotland and the difficult Welsh section. A sturdy contingent will start from each of the eight controls, which are Plymouth, Manchester, Leamington Spa, Norwich, Cardiff, Glasgow, London and Harrogate; all finishing at Hastings. The entry has been divided into the following classes:—

Open	Closed
Up to 1,100 c.c.	Up to 1,100 c.c.
" 1,200 c.c.	" 1,200 c.c.
" 2,000 c.c.	" 2,000 c.c.
" 3,000 c.c.	" 3,000 c.c.
Over 3,000 c.c.	Over 3,000 c.c.
Special cars, any capacity, open	
Special cars, any capacity, closed	

G. R. Holt, who won the 1951 event in his 1,250 c.c. M.G., will compete again this year, and he has entered his M.G. for the team award (for which there are 37 separate teams, of three cars each, competing); his team mates are Gregor Grant and J. L. Shaw, also in M.G. cars. It is difficult from so formidable an entry list to select other names for special mention, but those of J. H. Appleton (Jaguar), R. K. N. Clarkson (Ferrari), C. Corbishley (Lanchester), A. G. Imhof (Jowett Jupiter), T. Wisdom (Sunbeam-Talbot), O. Moore (Ford V8), and Ken Rawlings (Vanguard Spl.) are among the well known.

Contenders for the ladies' award will include Mrs. Joy Cook, driving a Ford, and Mrs. Nancy Mitchell—who has had such a successful season this year—in her H.R.G.

Non-stop

The 1,200-mile route will be covered with no night stops for sleep, the eight routes converging upon Penrith, in Cumberland, early on Thursday morning, November 8. From 8.18 a.m. until nearly four o'clock in the afternoon, competitors will be despatched from here to the Crown Hotel, Llanfihangel-Glyn-Myfyr, and thence across the Welsh mountains—perhaps the stiffest section of the event—to Knighton, in Radnorshire, which

should be reached by the first competitor at about 9.45 p.m. on November 8, and left by the last competitor at 5.22 a.m. on the Friday morning, November 9. Ross-on-Wye is the next control (12.13 a.m. to 7.42 a.m.), then Winchester, and finally Hastings, where the first competitor is due to arrive at 7.38 a.m. The final tests and examination will not, however, be completed before three o'clock in the afternoon. Penalty marks will be incurred by cars with damaged wings and silencers, ineffective lights, and imperatve horns or starters.

The Queen's Hotel, in Hastings, has been chosen as the official headquarters of the Rally, where an official reception and dance will be held at 9 p.m. tonight for competitors, passengers and officials.

A nice spectacle should be produced by cars entered in the *concours d'élegance* on Saturday morning, which will be judged from 10.30 a.m. onwards. The presentation of awards for both the Rally and the *concours*, will be made at 9 p.m. on that night.

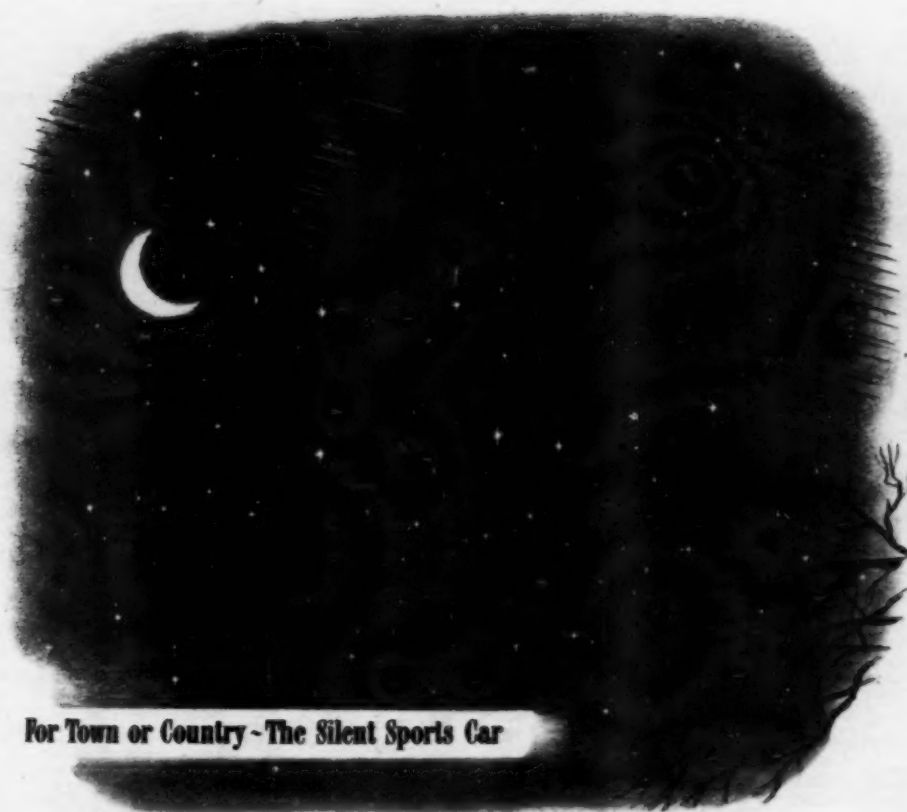
THE EIGHT ROUTES

1. Plymouth, Margate, London, Doncaster, Penrith, Hastings; 2. Manchester, London, Southam, Brighton, Doncaster, Penrith, Hastings; 3. Leamington Spa, Southend, Weymouth, Doncaster, Penrith, Hastings; 4. Harwich, Swindon, Southport, Edinburgh, Penrith, Hastings; 5. Cardiff, Bournemouth, Poolestone, London, Doncaster, Penrith, Hastings; 6. Glasgow, Blackpool, Worcester, Scarborough, Penrith, Hastings; 7. London, Stratford-on-Avon, Turvey, Sheffield, Penrith, Hastings; 8. Harrogate, Clacton, Swindon, Doncaster, Penrith, Hastings.

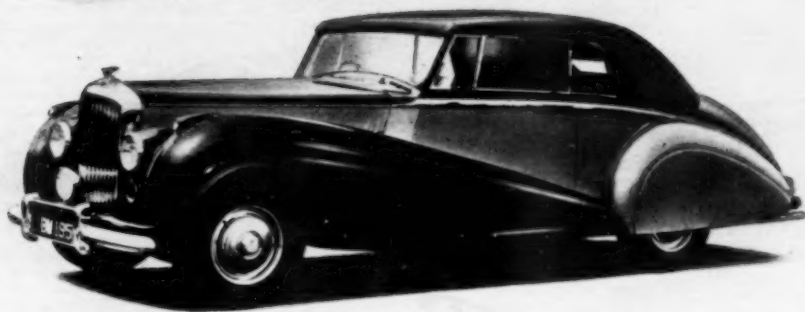
An idea of the beauty of Derbyshire, as seen by the trials enthusiasts, is shown by this picture of the Old Lons test in the Sheffield and Hallamshire club's High Peak trial (reported in last week's issue). The car is Mrs. F. Mayne's Panhard.



THE AUTOCAR, NOVEMBER 2, 1951



For Town or Country - The Silent Sports Car



BENTLEY

Mark VI

BENTLEY MOTORS (1931) LIMITED, 14-15 CONDUIT STREET, LONDON, W.1

On all counts from sheer elegance to pure practicability the
VANDEN PLAS Princess II is as pleasing to the man of
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KEEPING UP APPEARANCES

STYLING AND TRADITION HAVE NOT
ACHIEVED A HAPPY MARRIAGE

Written by Montague Tombs
and illustrated by Gordon Horner



Who killed cock robin?

"ONE of your troubles, young feller," said the writer somewhat testily to the effervescent illustrator, "is that you will not keep to your brief, which is to illustrate with gay abandon the profound remarks which issue spontaneously from our ever-sparking minds when our discerning eyes roam over the crazy contours of the modern cars in the Show. Take back this sheaf of preconceived sketches. I refuse to drag into this powerful article any reference to a well-known French car being the favourite mount of bank robbers because it is so stable as a platform for a sub-machine-gun, merely because you think it would make a nice sketch for you to execute. And I will not write a dissertation upon estate cars being more handsome and far more practical than saloons merely because you have just come by one, more or less illicitly, I suspect, and are overcome by the idea that you can sleep on its flat floor in the quite improbable event that there may be a hot English summer during the next decade. So come along, and please take the stands in definite order so that nothing of note escapes our merlin eyes."

"But," breathed the illustrator on the count of eight, "that French car really is the favourite of bandits, and my point is that even if a car does look a bit old fashioned it may still beat the rap, which all goes to show that you can't judge by appearances." "Nobody is asking you to," coldly replied the writer; "the present job is to consider the aesthetic side of appearances as such." "Oh well," said the illustrator, with a touch of defiance, "can I put in a sketch of my own dream car, then? It is a sort of combination of an estate car with a sports model and it would be marvellous, only I cannot quite blend the two into one."

"Decidedly NO."

"What about a sketch of a saloon with a bed made up on the floor," said the illustrator still hopefully. "There is one in the Show, all lovely with pillows and sheets, and I have been trying to work out how to drive it from the recumbent position."

"That is the inside of a car and not the outside, so it is disallowed," said the writer sternly. "Keep to your brief."

"Oh, all right, then. I'll lead off by saying that I don't like that foolish line so many stylists are putting into the wings. You know, a prolonged front wing which hits the rear wing about half-way up. What is it for, and what does it mean anyway? Look, here is a car without it, and you can really see the quite pleasing shape of the panels of the doors. And another thing is that moulding lines running across doors almost always have, or acquire, a waviness in them which offends my eye."

"That surely is fairly obvious," was the writer's answer, "because modern weight distribution and inter-axle seating and very wide bodies have forced upon the appearance merchants a choice between being slab-sided and looking rather like a flat-fish, or not being slab-sided. Your disliked wing line is just an expression of anti-slab-sidedness."

Personally I do not dislike it; if it be well done it is quite attractive. But let me call your attention to another aspect of things. Have you noticed how rare it is for a modern car to give you the impression that its proportions are exactly and collectively well balanced? So often the metal area below the waistline does not balance with the glass area above it, and the metal area of the roof is too heavy looking or too skimpy to blend with what is below."

"But . . ." interjected the illustrator.

"Wait a moment," continued the writer, "so much lies in the sense of proportioning, which is as difficult a subject to express in words as it is in concrete objects. A few people have an artistic perception of proportioning, but most people only half-see with their eyes, and although they may be dimly aware that something is wrong in a shape or form they cannot discern exactly what is wrong. The cars of today are in a transitional phase still; they are in a process of changing from the obviously engine-driven vehicle to the vehicle with no outward signs of its means of propulsion. And all the time the eyes of the beholder are being confused by ostentatious and extraneous fittings. There is nothing contemplatively restful in the look of the average modern car, as there is so often in the shape of a ship. I like to see clean running lines and continuous high lights instead of a confusion of contours and scattered reflections. Now what were you about to say?"

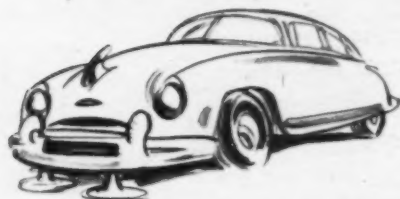
"I was just about to say much the same thing," burst out the illustrator with returning effervescence, "only I was going to remark that the mass appearance of tails and luggage lockers so often does not balance with the rest of the car. Cars are either over- or under-locked. And wings so often lack in evenness of distribution of mass around the wheel; there is a heavy lump in front or behind or on top. And I do wish people would not add trimmings

"Stable as a platform for
a sub-machine-gun."

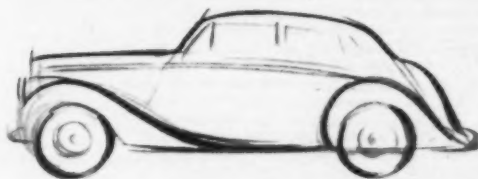




please, not this..



nor this..



but more like this!

KEEPING UP APPEARANCES

—continued—

and mouldings, which instead of disguising a faulty shape only serve to accentuate it."

"Lockers," drily remarked the writer, "are seldom inside, what they appear to be from outside."

"Stick to your brief and to your muttons." "We are not concerned just now with pride. Anyway, what do you expect to find inside?"

"Several cubic feet, no projections, no visible spare wheel, an automatic light, a carpet, and a lid to make a luggage platform," said the writer. "But while we are thinking about the back-ends of cars, what do you make of this growing craze to have a rear window that goes all the way round the rear quarter of the body? To me it is apt to be exceedingly ugly. The metal roof appears to lack moral support, and all sorts of wiggly pillars and frame-works show up. Perhaps I would not mind glass or transparent plastic all round, with pillars of the same material, and a very thin light-looking roof. But anyway, I do like to have a little privacy in a saloon, if only to stop following head lamps from creeping down the back of my neck. Granted, of course, that one does need a wide rear window for driving in reverse."

"On the whole I rather agree with you," was the reply, "but it may be that our conservative eyes have not yet become used to the change. On another subject I have a query. As we go round the Show we sometimes see before us, as at this moment, a car to which we gave praise a year or two ago. Since then I have seen that type of car many times on the road, and have had a complete revulsion of feeling. Divorced from the glitter of the Show and the canopy of sparkling lights, it just looks vulgar and ostentatious."

"Well," answered the writer, "I quite understand what you mean, but I have not so much disliked the lines of the car when seen in a countryside, though I may have disliked the ostentation. I do try to see the lines, the shapes and the balance of cars in a Show, and to disregard glitter. I think one can do that within limits, and with concentration."

"How is it," said the illustrator with mischievous intent, "that we have gone so far round the Show without your customary rude remarks about frontal appearance? Are you sick of a palsy or have you an attack of the vapours or something?"

"Since you ask me," replied the writer, "I think that I despair of ever again seeing a new front which really pleases me as some of the classic fronts did, and still do, please me. Over there you can see some new noses which are not too disagreeable in the modern mode, but alas, you will probably find that they are Italian styling on British cars. But as to the American frontal appearances, they seem to be getting even more inartistic. An expression of a chrome-burst. Have you noticed that they are changing to an emphasis of the horizontal line started by the bumper, and they are beginning to look rather like the "Dodgem" cars we see in fun fairs? The real trouble is garish over-ornamentation, like Victorian furniture, instead of graceful form. Look at that queer effort over there, just like a row of dicky birds sitting on a rail outside a cave. And another car has a thing on the front that makes me wonder what is cooking inside, and whether there will be hot potatoes in the back."

"Now that you mention the exchange of national ideas in evolving saleable models," remarked the illustrator, "I have been wondering lately whether we are heading towards a sort of international form of car. We are not far from it now."

"Bright thought, that," was the reply. "The car as a peacemaker. One up on nationalization. Internationaliza-



"Like to have a little privacy in a saloon."

tion. One country makes all the engines, another all the gear boxes, another all the bodies and so on. Specialization, economy of production and all that."

"You will pardon my mentioning it, but are we not wandering from the brief?" said the illustrator much too politely.

"We were talking about frontal appearances," said the writer, "and I have a thought to express. Now that cars become more and more alike in their frontal ugliness, would not owners like to be able to distinguish between them more easily? One moment, that word 'distinguish.' There is 'extinguish,' but is there a word 'tinguish'? How does one tinguish? However, in order to make modern cars more easy to distinguish, why not have a detachable grille or whatever you like to call it, so that the owner can carve out his own design in fretwork, get it cast, and proudly fit it to the front. He could have a sort of house flag, or an heraldic device, or the symbol of his profession or trade. The City man could have a neat crest combined of a bowler hat, a crook handled umbrella, and the evening paper."

"Anything would be better," replied the illustrator, "than these curious objects which they call 'motifs,' these meaningless descendants of the once popular and frequently graceful mascot. The present fashion seems to be an object

that looks uncommonly like a queer fowl of the air which has been shot down and somewhat damaged in the process."

"Now that you mention mascots," answered the writer, "have you noticed that the owners of modern cars which still have the temerity to mount an honest radiator are beginning to get mascot minded again? It rather pleases me."

"Yes," said the illustrator, "and have you noticed that some of the modern manufacturers have the courage to sign their work?"

"Rather a good crack, that," replied the writer, "I had not thought of it in that way."

"Oh, I am full of good cracks," said the illustrator. "Now do regard this attractive little car over here, it looks rather like a large shoe. It is a cheap car in everything except the price."

"You should be ashamed to make such wisecracks in this Temple of Discordancy" was the rather crushing reply.

"What, don't you find this show of cars to be exhilarating?" asked the illustrator.

"From the angle of view which we are now taking, and quite apart from anything to do with fine mechanisms, clever manufacture, thoughtful detail work and all that hard work which goes into making good, roadworthy cars; in short, purely from the outward appearance slant, I find the Show to be disappointing. Beyond the many fine looking cars which we have seen in the last two or three years, there is very little which is new in appearance, and nothing at all which in my eyes is outstandingly good in the aesthetic sense. I had hoped, and I still hope, that a British designer will arise and develop some car form which will make the current styling look like last year's birds nests. As things stand at present I have the feeling that the square line, or razor edge, type of appearance is the most promising mode, but even that requires some very careful work to make it perfect. To my mind the finest looking aristocrat of a car in the Show is of this type, but even that is not without fault."

"What," cried the illustrator, "you actually prefer square lines to streamlining, with all its modern atmosphere and its vaunted higher efficiency in air resistance, and its improved fuel consumption possibilities?"

"Yes, I do," said the writer, "and I have some reasons. The so-called streamline car may be right, probably is right, in many respects, but not in all. And in appearance, up to the present it is far from happy. The square line car has some very good points. The cubic content of air inside the body is no doubt greater than that of the streamline shape, as the corners are not cut off, and that makes for lesser air vitiation. The windows are larger and usually higher, which gives a better view of scenery to rear seat passengers. There is usually more width at shoulder height, where it

is wanted. Occupants do not feel cramped. All that is quite apart from the clean run of the exterior lines which may be obtainable. And I have a shrewd idea, born of experience, that for some not very apparent reason the square line type makes much less wind noise than the streamline, and so provides a quieter car at speed."

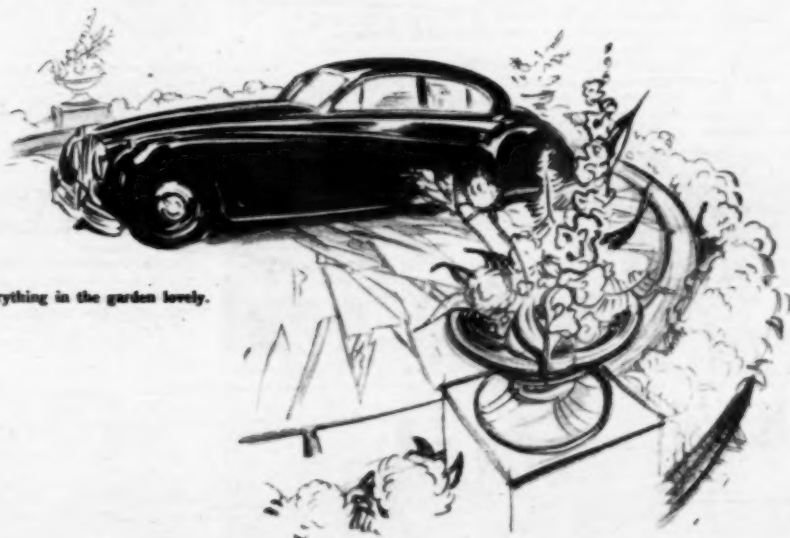
"Aha," gleefully said the illustrator, "now you are very nearly coming back to my estate car, that you would not let me start with."

"Yours is a sort of fourth estate car" came the cutting reply, "just the correct wear for an itinerant press illustrator."

"You are a nasty cross old man," said the illustrator. "Better come and look for some tea, a dish of Bohay I expect you would call it. And I shall not ask you what you think of this terrific gold-spangled vehicle. C'est magnifique, but ce n'est pas le car."

"And I," replied the writer "shall silently reply that if only it had been built to the special order of some overseas magnate who was paying for it in dollars it would have been a far more effective show piece."

And so the writer and the illustrator retreat from these pages, having said their say, and meaning offence to no man. Alas, they did not visit the Show ready equipped each with a pair of stilts, from the eminence of which they might perhaps have actually seen the new baby over the heads of the surrounding crowds. But in the midst of that sparkle of bright lights and crisp reflections they beheld a garden gay and trim, and within it stood an example of serene English grace.



Everything in the garden lovely.



The spiral staircase of the new showroom is an architect's *tour de force*. A simple décor (right) does not clash with the cars, so spaciouly displayed.

A Superb Showroom: GENERAL MOTORS AT ANTWERP

As a rule the aspect of car showrooms does not make it very easy to appreciate them in themselves. Often it seems that the actual cars displayed are more pleasing to the eye than the building in which they are shown. This is certainly not true of the headquarters of General Motors Continental, at Antwerp in Belgium. Details of this building are of interest in themselves, apart from the fact that they provide a sometimes much-needed balancer against immoderate satisfaction at British success in markets abroad.

The previous headquarters was destroyed during the war, and the present building has been built since the end of hostilities. The Americans have certainly "gone to town" in producing what must be among the best architecture of this kind in Europe. In the provision of staff facilities, the General Motors headquarters at Antwerp is probably the most up to date and lavish of anything of the kind anywhere. It is also a building of real beauty and contemporary feeling, as the pictures illustrate.

Fronting the road, the main hall is a display room for cars, and even the dimensions of a Cadillac are absorbed to insignificance on this gleaming expanse of floor. Lighting is built into the ceiling. Despite its size, the hall is only a small part of the whole establishment. The first floor is composed of offices, and behind, connected by a causeway, are more offices and a storage area for the Chevrolets, Cadillacs, Buicks and Oldsmobiles that arrive by sea from America.

Part of the support for the first floor, above the main hall, is provided by slender pillars which by conning spacing seem to enhance the graceful cathedral-like effect of this part of the building. Working sectioned examples of the Hydramatic and Power Glide transmissions are shown in the main hall. The *chef d'œuvre* of the whole is the spiral staircase connecting the floors, the fancy of a Belgian architect. It is in pre-stressed concrete, and quite unsupported, from the first to the last step. The visitor feels a certain diffidence at the enormity of setting foot on this helical leap into space.

It stands in a plate-glass bay window alcove, and, with the light upon it, it is a striking example of modern architectural method.

The building also contains an acoustically designed theatre of considerable size. With its inclined seating, rear projection rooms for cinema shows and rich fittings, it is a place that might make any amateur or professional man of the theatre green with envy.

As a practical prelude to an inspection of the kitchens, the writer took a meal in the cafeteria-type canteen. In the kitchens all the washing up is automatic, and the refrigeration, as might be expected with this firm, was on a tremendous scale. Even the kitchen waste is refrigerated, for the utmost degree of hygiene. There are deep frying vats of about 20in diameter, and most of the equipment is in stainless steel. At the time the visit was made, the soundproofing ceiling was still being installed in the dining hall and it was explained how the noise level was being diminished as the work proceeded.

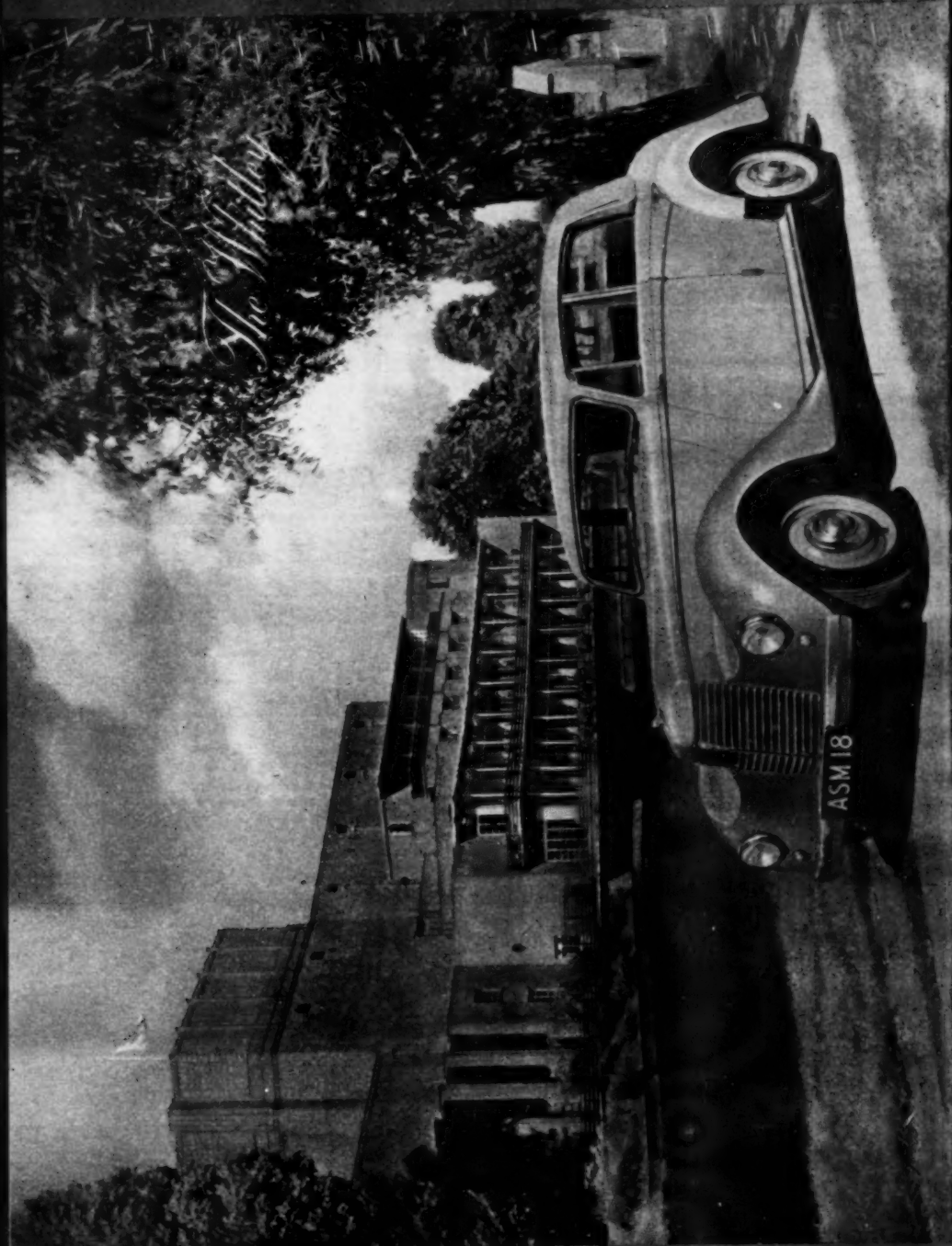
J. F. H.

SNETTERTON HEATH SPRINTS

A good duel between Terence Moore's 1950 H.W.M. and the 1951 Alta of A. Stokes in the meeting organized by the Aston Martin club. This new air-field circuit is 2.7 miles long. (Report and results on page 1398).



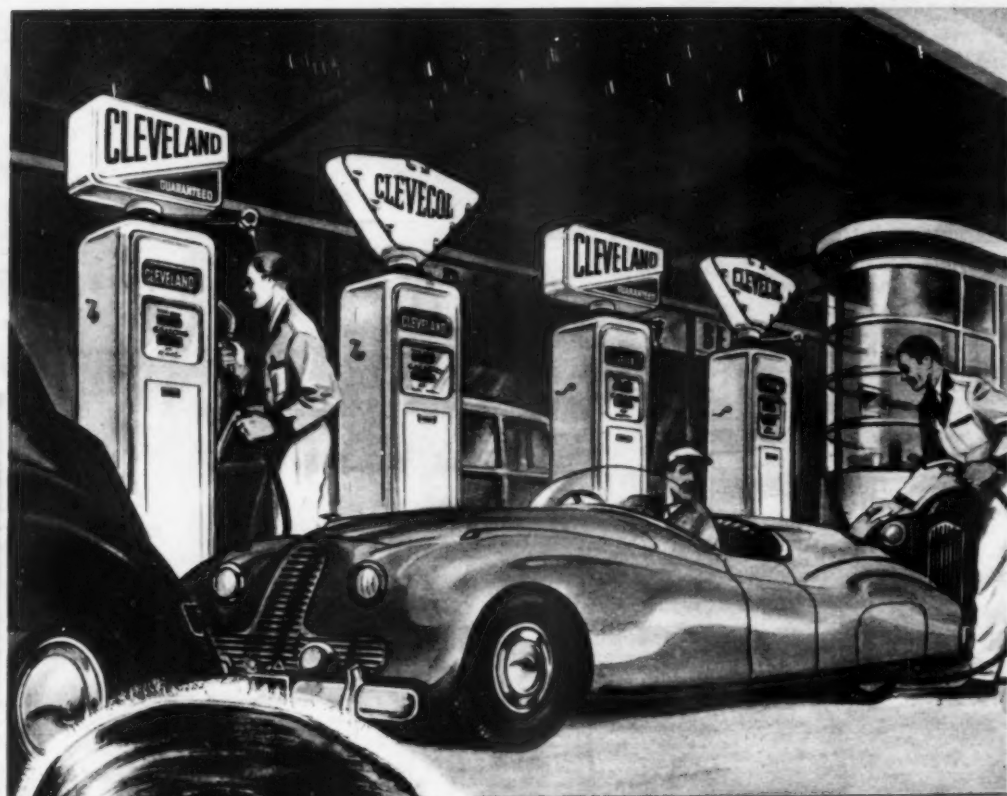
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The Whitley

LANCASTER HURRICANE WHITLEY
The Cars of Character

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Mr. Dealer says:-
"My experience gives me
complete confidence in
CLEVELAND"



The bright red 30-98 ready for the road at last. Enjoying his achievements is R. N. Wellington, the owner.

A "New" 30-98 Vauxhall

THE VERY SWEET FRUIT OF 4½ YEARS' LABOUR

THIS old Vauxhall has its humorous aspect—you ought to see its stable mate! The man who has devoted four and a half years to making it such a belle is R. N. Wellington, of Farnham, Surrey, who was last mentioned in this journal in connection with the R.N.W. "minicar" which he designed and which he is putting into production. The contrast in his activities may therefore at least be called curious. Also in his stable is a whacking great 4½-litre Bentley coupé, with which he dabbled at Silverstone last year, and the ex-Brierley Bentley which last motored through the "Allard gap" at Prescott. Much straightening-in-the-museum is planned for the bent Bent at some future time.

THE Vauxhall story begins in 1946 when a trial run prompted the decision that there was at least the 30 left which might be worked up in time to its original 98. This was suggested by the rapid progress on the road achieved despite a slightly frolicsome movement of the front end, and, hard cash having changed hands and a two-week testing period having been survived, the capture was stripped down to the chassis frame. This process had the unfortunate result of delaying operations while the humbled owner recovered from the discovery that the rear wheels had been held on during test by one retaining nut each, the remainder having stripped their threads.

When work was resumed R.N.W. decided that only the best would do and that this should be achieved unaided. The workshop facilities available for, amongst

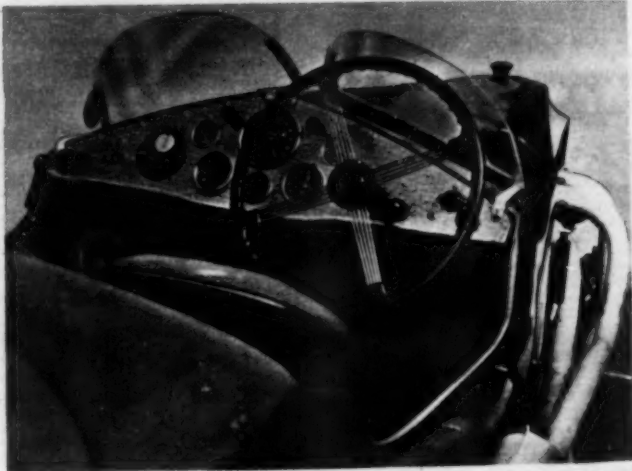
other things, the minicar were entirely adequate, and thus the first real step forward was the procuring of a supply of choice steels. With these the differential unit was rebuilt, the original two-star-pinion assembly being scrapped in favour of four stars; a plan well conceived and most expertly carried out. Incidentally, amongst the filings and general refuse in the diff. casing was discovered one perfectly good screwdriver (which is now preserved as a souvenir and Awful Warning). How it had got in there has remained a mystery, for even the original diff. mechanism seemed to preclude its having been dropped in—yet how could it have been missed during assembly? (But then how had the rear wheels stayed on, anyway?)

To complete the rear end, axle trunnions were built up and split pins were substituted for the nails holding the rear wheels. The half shafts were sound,

leaving only the brakes to be relined. Gingerly moving towards the engine, a present was made of the propeller shaft to the heap of bits which may "come in" some day. An old Hardy-Spicer shaft was located and cut down to the appropriate length.

The clutch was the first of only two components which were farmed out. In this case Borg and Beck earned undying gratitude for a special single-plate clutch produced with much interest and affability at remarkably low cost. This clutch, now the car is on the road again, is strictly up to the highest modern standards of smooth take-up and, of course, a vast improvement over the 1924 version.

Having successfully worked back to front so far the engine can be taken next. This is composite. The top half is 1924, but the lower assembly is two years' younger, with a counterbalanced crankshaft. The whole lot was reconditioned



The beautifully made cockpit houses a Dover steering wheel, massive rev counter, speedometer, clock, oil pressure and water temperature gauges and an ammeter. The handle on the left is for pressurizing the fuel supply if the fuel pump should fail—its air pressure gauge is top right.

A "NEW" 30-98 VAUXHALL continued

and fed with fuel by twin S.U. petrol pumps, and a pair of unusual S.U. carburetors which had been proud possessions for some time, awaiting this moment. The S.U. people coped admirably with the provision of suitable needles. The dynamo was moved from under the floorboards to the front right side of the engine, where a belt drive was arranged. This prevented access to the oil filler and a neat conduit was made to offset the filler orifice.

Those who consider that modification of classic vintage cars is sacrilege will not approve of the front end treatment—

but in vintage days the chap in front couldn't stop so promptly as he can and does today. A Delage axle was installed and the front brakes thereon were converted to hydraulic operation. Scoops were fitted to the already exposed back plates to make quite, quite sure of keeping temperatures down. All brakes were subsequently adjusted to a nicety, those at the rear coming on just before the front and all being compensated. Compensator stops were also fitted, so the failure of one brake line is not disastrous. The transmission brake was scrapped and the exterior hand brake lever arranged to

work powerfully on the rear wheels.

Behind the gear box, where the transmission brake had been, a speedo-drive take-off was neatly arranged, the original speedometer head being completely reconditioned by Smiths, who also went to great lengths enthusiastically to supply suitable other instruments where necessary.

The rev counter drive was another particularly ingenious piece of engineering. A container the size of a match box was mounted in front of the timing case in line with the magneto drive which lies behind the case. In this were mounted the specially made gears to convert to engine speed and the central spindle was precisely lined up with the timing case "axle."

On the chassis high tensile bolts were substituted for rivets so that they could be tightened up when the effects of vibration so demanded.

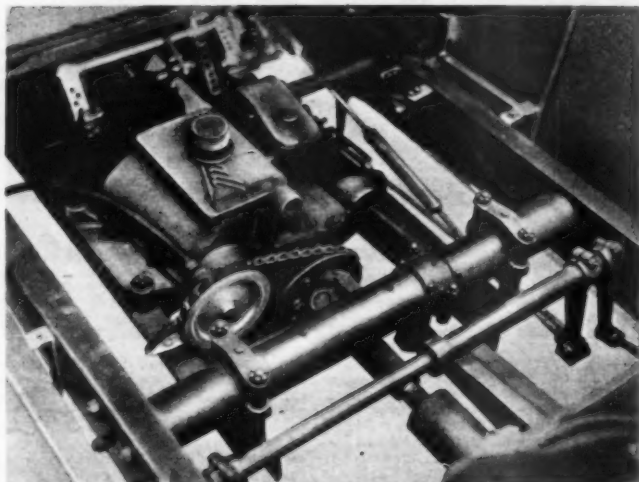
The red body was made up from 20 gauge aluminium sheeting, and again all the work of panel beating, spraying, upholstery and so on was the unaided effort of R.N.W. There are many good ideas incorporated. The semi-cycle type mudguards have prongs which slip into the hollow stays attached to the chassis and are clamped by bolts; this means that their removal is the work of a moment. The very neat bucket seats are mounted on a single aluminium base which, in turn, is held in place by four bolts. The whole assembly can be taken out in a jiffy, leaving the flat "ally" floor. Once more a few bolts are removed and out comes the complete floor, leaving the chassis entirely accessible. The nuts for these floor holding-down bolts are accurately welded to the chassis so that there is no fiddling in removing or replacing the floor. A cork strip is fixed along the front edge to make a first-class fit.

Finer Points

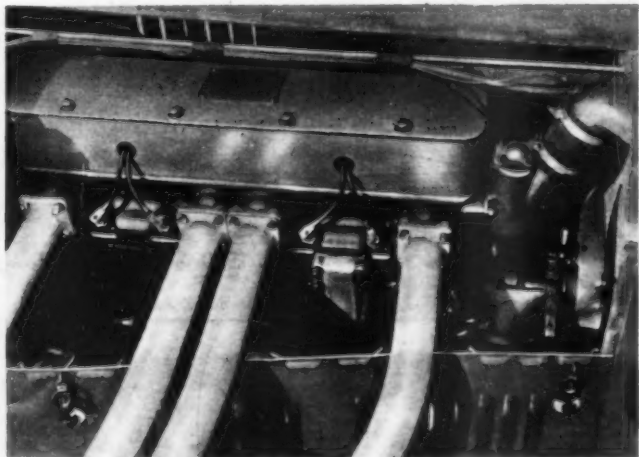
Behind the seats the spare wheel is mounted horizontally and other spares and tools are alongside. The top of this compartment hinges up out of the way and the floor is a tray which can be removed in a moment to allow full access to the rear end of the chassis. The exhaust plumbing passes along outside the body on the driver's side and thus no door can be fitted. The door on the other side—a beautifully made piece of work in keeping with the car—can be removed completely simply by lifting out the hinge pins by hand.

But all the description in the world is nothing to squeezing in behind the Perspex aero-screens, letting in the clutch and—by gosh, you're off all right! At low speeds the most astonishing thing to those uninitiated in the ways of 30-98s is the fantastic torque available on top gear. From a mere crawl the right foot can go down on the central throttle pedal and, with a terrific beat-beat-beat of the slow revving engine, the monster gets away in lively fashion. Using the gears fully is really thrilling and, although the engine wasn't run-in enough for maintained high speed when owner and chronicler chased round Surrey, a speedo reading of 90 came up with real rapidity and no sign of engine stress. If, as we may reasonably guess, the constructor takes it to Silverstone meetings next year, there'll be one person who will want to get a watch on it down the straight!

MICHAEL CLAYTON.



Underneath the quick-release floor is the gear box, the selector shaft going to the right-hand side. Just in front of the universal joint is the speedometer drive.



Exhaust side of the works; the fan belt now drives the dynamo, which is low down. The top half of the engine is 1924, the bottom 1926.



OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

The archway and guest house seen through it at the entrance to Repton School, Derbyshire, are remnants of the 12th century priory which formerly occupied the site.

CORRESPONDENCE

WINKING INDICATORS

Praise From Many Sources

[63738].—I was interested to read Mr. B. V. Floyd's letter [63709] and would like to inform him that I obtained a pair of winking indicators last year in Holland for my Austin Sixteen.

Since then I have driven some 12,000 miles and on many occasions have been asked by motorists where such fittings can be obtained. I was even stopped by a police patrol car on one occasion and after the officers had examined the indicators they said what an improvement they were on the ordinary type. The latter cannot be seen from a following vehicle travelling slightly nearer the kerb than myself.

Another advantage of the "winkers" is the fact that no mechanical fault can develop as is so often the case with the English type.

Tipton, Staffordshire.

H. LAWRENCE.

SAFETY BELTS

Staying With the Car

[63739].—Your correspondent "Hot Rod" has raised an interesting point and I would like to hear the opinions of our experienced dicers on this subject. In reading accounts of accidents we find such statements as "the driver escaped serious injury because he was thrown clear" or "the driver managed to remain in his car and therefore received only minor scratches." It would appear that opinion is divided as to whether it is better to hang on or jump. Perhaps someone will work out some figures showing on a mathematical basis how a driver can loop the loop in safety, or at least showing the chances of survival with and without safety belts.

On the subject of safety, I must add that I am somewhat puzzled by the modern tendency for speeding up our tracks. For instance, when Goodwood was resurfaced it was announced with great joy that higher speeds would be possible and now we hear that Boreham is to be resurfaced and, what is worse, to have its corners banked. We seem to be in danger of losing all contact with road racing, for whilst I am in favour of removing the bumps, corners should be made more difficult rather than faster. Railway Corner at Boreham is, at present, slow and at the first wet meeting this season I saw more cars crash and spin than I normally see in a year. However, in spite of this, no one was injured. If the corner is banked fewer cars will crash, but as speeds will be higher the danger to drivers and spectators will be increased.

Furthermore, speed is not the only ingredient of a good

spectacle, for many a fast Grand Prix race is surprisingly dull. On the other hand, some of the relatively slower sports car races have great public appeal. I would press for a few slow corners on all tracks so that the true amateur can show his skill and where the man as well as the machine influences the results.

What about Crystal Palace?
Chelmsford, Essex.

H. R. HEAP.

Opinion from a Driver

[63740].—My attention was taken by the letter [63711] on safety belts which appeared in your issue of October 19. Your correspondent asks for opinions on this subject, and mine, for what it is worth, is that safety belts should not be made compulsory.

On the last lap of the 1937 International Ulster Trophy race I had a really imperial accident, eventually parting company with my Alfa Romeo at something over 100 miles an hour.

Although I damaged myself rather severely at least I got away with my life, whereas if I had stayed with the car I should have been very dead.

Corston, Wiltshire.

IVO PETERS.

SMALL CARS AND LARGE

A Vision of the Popular Product

[63741].—May I suggest that England should soon commence the mass production of large cars? I believe there exists a market for a large dreadnought kind of car here. Farmers visiting their cattle dipping posts and miners leaving their remote reefs require a car not only fit for heavy going in the rough, but also one that will not hurt them mentally to so use. By that I mean a car which is not expensive or elaborate enough to hurt one while employing it upon the Empire's roads.

England's large cars are not cheap here. Nor are they fashioned in the latest idiom. They seem to be objects of rare and treasured art. They seem to be regarded by their manufacturers as a very reluctant second string to the baby car effort.

The Americans on the other hand have always accepted the natural condition of the car market, and seeing where the big profits lay, they have constantly pandered to the buyers. Never have they sought to convert the market to a wholly artificial product, which the small car is. If England relies on the artificial devices which have produced the post-war boom in her small cars, she must of course make absolutely certain that, when the time comes, those small cars are going to out-perform and, above all, out-sell their competitors. In the absence of this certainty it might be good policy if the bet were covered, so to speak; that is, by the mass production of big, cheap, stylish cars. If the small car gamble expires, England may need the

CORRESPONDENCE

continued

existence of a system for the production of the traditional type of Empire car.

Unlike the English, the big American product has a casual aura. It is expendable. You are probably aware that it exudes little delicacy of line, no impression of fragility and no suggestion of last year's fashions. It has the air of a juggernaut, immediately erasing all the imponderables of weather and the road. Its sleek modernity has all the attributes of competently groomed female Hollywood stars. You have admitted the efficiency of these cars, but with perhaps pardonable myopia you refuse to accept their self-selling force represented by styling which suggests the words "tough," "new," "efficient" to the buyer. It costs here £1,100.

I think it is time England invested in this big, tough, smart type of car. As a basis I suggest a six-cylinder, 40 horse power chassis, producing low r.p.m. and low b.h.p. This engine can then be a simple, powerful thing, but it must be prevented from consuming too much petrol. A simple five-litre V eight is another suggestion. Whatever the engine it must be simple, silent, smoothly powerful and absolutely reliable up to around 100,000 miles, regardless of treatment. These cars will be for the world's pioneers, not its wealthy aristocrats.

The body should be a new bullet-shaped envelope each year. Great care should be paid towards making the dashboard a thing of flashy loveliness, glittering with chromium whorls or modernist neon instruments. This part of the car is its nerve centre, the lodestar of owner-pride. It should take a long and satisfying stare to plumb the fascia, and it should never lose its hold over the spectator thereafter.

M. SIMMONS.

Gwanda, S. Rhodesia.

RACING CARS

Too Few in the Show!

[63742].—Another Show has been with us once again. Why can't we have a racing car Show?

The exhibition of racing cars organized by the Victoria League was quite good—while it lasted; now there is nothing.

During the grey days of winter such a Show would bring back all the sun and the smell and the noise of racing. I realize that most cars are privately owned, but surely it would not be impossible to do what is done with works of art.

London, S.W.11.

T. DAVENPORT FFOULKES.

PETROL SUPPLY

Trying to Buy Branded Fuel

[63743].—I have just returned from a holiday tour of 2,500 miles in Scotland and, being interested, I tried to buy my petrol as if it were branded, choosing perhaps always Esso or always Shell.

I found that this was almost impossible, even on main roads and I was often forced to buy another kind or risk running out.

If this scheme is carried on after brands do come back, the petrol companies will have to issue a list of stockists, but even this will not relieve the motorist of the annoyance of hunting for his particular brand, instead of being able to go to almost any garage or filling station for his requirements.

Siddford, Devon.

ALAN W. WADDELL.

THE B.R.M.

Difficulty with Components?

[63744].—I have no connection with the B.R.M. concern, but, as a close friend of Raymond Mays, I have had the good fortune to see the development of the project at close quarters from when it was only an idea in the mind of Raymond Mays to the present day. I have seen, on many occasions, work held up or slowed down because a part (or parts) has not arrived to scheduled time, and this sort of thing has led eventually to a last-minute rush to get the car on the starting line for a race, with the results which we have all seen and deplored.

Whenever there has been a disappointment or failure, all the blame has been fairly and squarely on the shoulders of Raymond Mays and "those people at Bourne."

They would be the first to admit that they have made some mistakes, but, so far, they have had to accept all the blame for all the mistakes, and this without complaint. Broadly speaking, Raymond Mays is responsible for originating the B.R.M. project and for gaining the interest of those who have made it possible; his colleagues at Bourne are responsible for the design of the car, machining certain parts and assembly. The responsibility for the correct manufacture and delivery of parts to time belongs to others.

I am writing this solely in the interests of truth and fairness,

and in the knowledge of the very worrying and anxious time Raymond Mays and his colleagues have been, and still are, going through. This letter is written without the knowledge of anyone at Bourne.

Limpfield, Surrey.

LANCELOT PRIDEAUX-BRUNE.

SIMPLICITY

Modern Tendency is Towards It

[63745].—May I, as the writer of letter 63681, be allowed to reply to Mr. H. Hunt [63716] and Mr. P. Whitaker [63717].

Mr. Hunt seems to conclude that it is absolutely imperative to have sixteen cylinders. It does not make sense. I say, "design for less complication, not more."

The present-day locomotive is the simplest mechanical vehicle and the most reliable, and it is not wholly valves behind this, be they Waelschaert, Stephenson, Joy, or any other type.

With regard to the turbine engine, this is a simplification of the piston engine and when its fuel consumption is down it will be a commercial proposition.

Mr. Whitaker seems a little at sea. The early Wright and other early aircraft flew. I laid the emphasis on *simplicity*, and any engineer will agree, if he has had years of experience with all types of motive power.

Bristol, 6.

H. G. HAYES.

DEODORANT DEVICE

Information Sought

[63746].—Mr. A. Guy Baker's letter [63691] of October 12 was of considerable interest to me, as I am the owner of a 1951 car which gives off similar odours under exactly the same conditions as his own.

The agents have offered several suggestions for the cure thereof, all of which have been of no avail. I am interested to know if Mr. Baker has yet discovered a cure for the "vile odours."

In conclusion I would like to say how much I enjoy reading your most excellent journal every Friday; keep up the good work!

ALAN REDMAN.

Bradford, Yorkshire.

CHANNEL BRIDGE

Much Longer than Existing Bridges

[63747].—I am surprised that you find a supporter for your views on a Channel Bridge. Such a bridge, I believe, was once designed, only to be immediately shelved as it was found that six tunnels could be constructed for the same cost.

The San Francisco bridge for which you quite rightly claim attention is eight and a quarter miles long, while the Sydney Harbour bridge your correspondent names is a mere two miles long. Surely no one would suggest that the construction of these can compare with that of the Channel project.

Ramsgate, Kent.

K. JONES.

DAZZLE

Shielding the Filament

[63748].—The question of dazzle frequently comes up in your Correspondence columns, and I would like to mention my experience. It has always seemed to me, assuming the lamps have efficient lenses and are correctly adjusted, that most dazzle comes from the bulb filament itself. I have an inexpensive Butler lamp, which has a large shield over the bulb, mounted about 2ft 3in high on the right side, and directed to the left-side kerb. It is left on when the left-side head lamp is dipped and the right-side switched out, that is, by the old dip and switch method. No driver has ever switched up against these two lights, but some did against the double-dipped twin filaments on an earlier Ford car. Shielding the filament is, of course, a very old idea, but I believe that if the current double-dipper filaments were shielded, much of the glare from them would be prevented.

Sanderstead, Surrey.

S. J. BAKER.

Too Much Driving on Side Lamps

[63749].—Your Liverpool correspondent, Mr. F. Johnston [63697] gives an entirely wrong impression of the Liverpool bus drivers. It is quite true that they switch off their head lamps immediately they see another vehicle in the vicinity, but only if the other vehicle is using side lamps alone.

The practice of driving in dimly lit areas, with the head lamps totally extinguished, is strongly to be deprecated, as witnessed by a recent fatal accident where a bus ran into the rear of a

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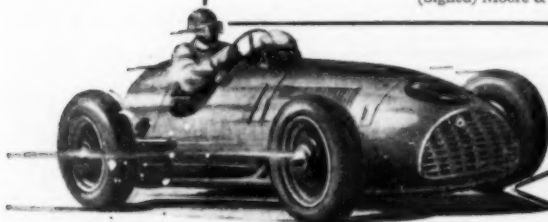
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CARS ABROAD

Five-seaters in the Union

[63750].—A major point, on which standards of judgment appear to differ, is the question of body-room and passenger accommodation. There are several cars which in England are considered "full five-seaters," but which, with three passengers on the rear seat for anything of a journey in this country, especially in summer, would be decidedly uncomfortable. There is no doubt that three grown ups can fit in, but sitting shoulder to shoulder for hours at a stretch, without any free space between the passengers, is no joke, and for conditions and general use in this country these cars are really no more than comfortable four-seaters.

JOHN VAN HEERDE.

Cape Town.

CATALOGUES

Collectors Wanted

[63751].—Being a subscriber to your beautiful journal I should very much like if you could publish these details. Although I am sure that there will be many more interesting letters waiting for publication.

Being a very enthusiastic car lover and folder collector I should very much like to come in contact with another boy of my age (16) who is interested in catalogues of cars.

His letter will be very welcome, especially if he lives in Europe. The Hague, Holland.

G. J. R. DE WIELE.

[Letters will be forwarded.—Ed.]

SAFE

No Cause for Alarm

[63752].—I must thank Mr. John D. Winsbury [63687] for his amusing letter and assure him that S.W.13 is still a fairly safe area through which to pass, as my presence hasn't, as yet, produced any deleterious effects.

G. M. GASKELL.

London, S.W.13.

RESALE RESTRICTIONS

Comparison with South Africa

[63753].—Regarding South African price control of cars (*The Autocar*, October 5), I have always considered that this method of resale control would by far supersede our present method of control by covenant. No doubt such an order would create a financial loss for a considerable number of people, but we would all eventually benefit by such a move.

This method appears so simple that one feels there must be a snag in its operation. I would therefore appreciate an opinion. Caerphilly, Glamorgan.

DENNIS R. JENKINS.

[Under-the-counter dealing is the worst danger. As recorded in News and Views, the South African regulations have now been amended.—Ed.]

BUTTERFLY WEAR

A Method of Repair

[63754].—In view of the cost of a replacement Zenith carburettor (26 VA) in part exchange for the present one fitted to my 1935 Austin Ten, and wishing to economize as much as possible, I am wondering whether any of your readers have attempted the following and met with success.

The bearings at each side of the throat, where the butterfly spindle passes through, have worn oval and to stop in traffic without flicking the accelerator pedal causes the engine to race.

If the oval holes were drilled to the appropriate size, therefore, and pieces of solid brass rod were inserted at each side and then drilled to the size of the butterfly spindle, would the result be satisfactory?

Does any reader happen to have a wiring diagram for this model? I have tried all the sources I can think of (including Lucas and Austin themselves), but have had no luck.

Hayes, Middlesex.

E. J. P. HUNT.

IGNITION CONTROL

Aggravation of Pinking

[63755].—Recent correspondence on ignition timing has made it clear that a vacuum control on the distributor, in conjunction with a centrifugal speed control, gives an overall advance to the

ignition timing when the manifold depression is increased as the engine is put under load.

Such a condition must surely aggravate the "pinking" boggy and, in fact, I have always been under the impression that a different arrangement would be desirable.

If the vacuum device were to be held by spring pressure to the advanced position and the suction side of the diaphragm connected to the induction manifold, any sudden throttle opening would result in a degree of retard, with a consequent reduction or elimination of pinking.

As engine speed builds up and manifold depression decreases a return would be made to the optimum advance position.

Orpington, Kent.

A. H. BETTS.

[Manifold depression is increased when the engine is lightly loaded, not when it is put under load. The vacuum control gives extra advance, for economy, when the engine is at low revs and lightly loaded.—Ed.]

POPULAR SPORTS CARS

Prices for the "Heavies"

[63756].—I think most sports car owners will have had similar experiences to your correspondent "MPL109" [63704]. I have owned open four-seaters for over twenty years and have always received the utmost consideration from drivers of heavy lorries. I do not think the car has to be of a popular make. Mine have more often been unusual. I have yet to see the double of my present 3½-litre Jensen.

There is an unwritten code between the two types of driver. On the one hand we consider the "heavies," who always make signals, always let one pass as soon as it is safe to do so, and never have accidents in astronomical mileages, to be the cream of drivers, gentlemen of the road, or what you will. On the other hand their treatment of ourselves leads us to believe that they consider us generally to be the least troublesome.

Barnstaple, Devon.

JOHN H. CLUTTERBUCK.

THOSE STRAPS

Suggestion from Down Under

[63757].—The answer to the Scribe's question headed "Name please" (August 3) is "passenger pull" I think.

Melbourne, Australia.

T. REIDY-CROFTS.

A CLASSIC ENGINE

And a Desert Misplaced

[63758].—The article by Max Millar (September 28) dealing with Riley engines was particularly interesting and will, I am sure, be applauded by all Riley enthusiasts. There is, however, one point which may perhaps cause confusion; this is the mention that records were obtained between Cape Town and Johannesburg and Durban and Johannesburg, "including crossing the Sahara Desert."

A Riley Nine most certainly did obtain the above records but in doing so was never within some thousands of miles of the Sahara Desert.

The Libyan Desert was crossed, however, by two Riley Alpine six-cylinder cars in September, 1931, en route from London to Capetown.

Walton, Warwick.

C. A. B. WILLIAMS.



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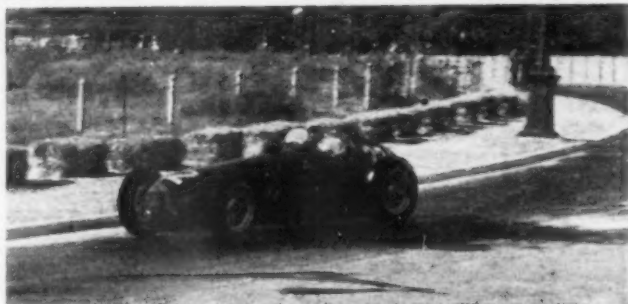
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FANGIO'S FINALE

VICTORY IN SPANISH G.P. GIVES ARGENTINIAN ACE WORLD CHAMPIONSHIP

IN brilliant sunshine and perfect conditions, an enormous crowd watched the final round of this year's intense Grand Prix battle between the rival *marques* of Alfa Romeo and Ferrari, in the Spanish Grand Prix at Barcelona last Sunday. Victory went to Alfa Romeo, who made a triumphant comeback after their defeat in the Italian Grand Prix at Monza last month. The winning car was driven by Juan Manuel Fangio, of the Argentine, who thereby consolidated his three-point lead and conclusively won the World Championship for 1951.

In second place, making a brilliant effort to catch the winner during the closing stages of the race, came his compatriot Froilan Gonzalez in a 4½-litre unsupercharged Ferrari; third was Giuseppe Farina (Alfa Romeo), while Alberto Ascari, who had made by far the fastest lap in practice and



Fangio's Alfa Romeo slides viciously out of Victoria corner.

was strongly fancied for the race, could do no better than fourth place after engine trouble had slowed his Ferrari. The race was run at a colossal speed,

for a circuit with a reasonably acute hairpin bend, the winner's average speed being over 98 m.p.h. and his record lap at 105.2 m.p.h.

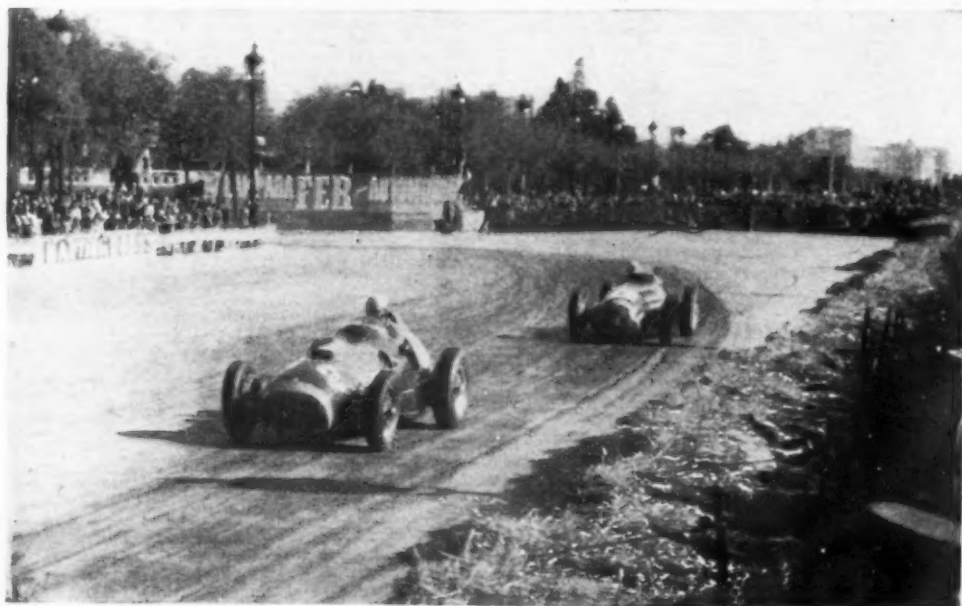
SPEEDS were very much higher than had been expected during the practice periods; in last year's race, the fastest lap put up by Ascari's victorious Ferrari occupied 2m 24.2s. The official lap speed tables were calibrated down to 2m 15s, but in practice for this year's race Ascari went round in the truly astonishing time of 2m 10.59s (108.3 m.p.h.), while Fangio managed 2m 12.27s. During practice,

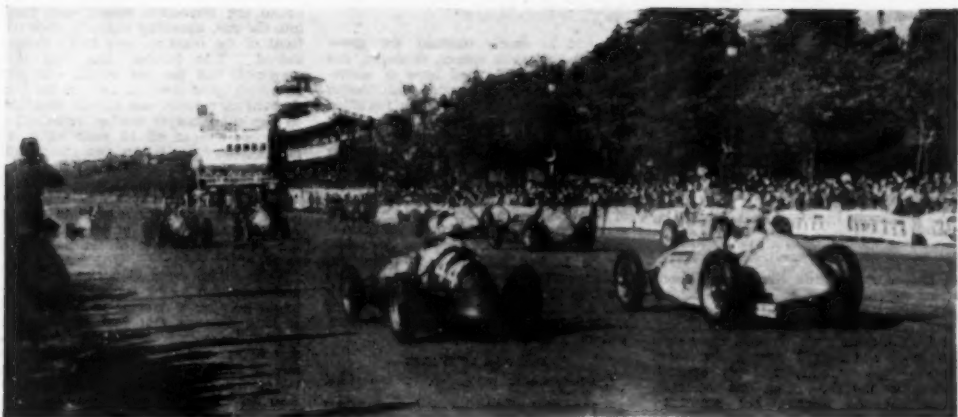
Taruffi, driving the fourth official Ferrari, spun round and crashed into the straw bales at Victoria corner, but with little damage.

Nineteen cars faced the starter at 11 a.m. on the Sunday morning, the front rank being composed of three Ferraris and two Alfa Romeos (Ascari, Fangio, Gonzalez, Farina and Villorisi). The enthusiasm in Barcelona—and, indeed,

throughout Spain—for the race was tremendous, and the crowds were thickly massed behind the barriers at every possible point of vantage. When the flag fell all the cars got away cleanly in a perfect example of a massed Grand Prix start; a truly impressive sight in a mounting crescendo of noise. Past the pits and grandstand Ascari led narrowly from Gonzalez, closely followed by Farina and

Out of Numancia corner and into the straight come the two contestants, Ferrari and Alfa Romeo, Ascari in front of Fangio.



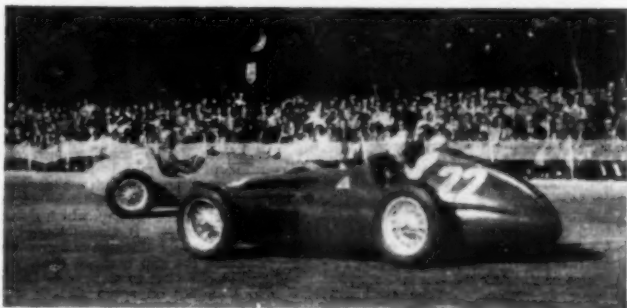


The field streaks away from the starting line, towards the pits and grandstand.

Fangio; two Ferraris in front of two Alfas. But Gonzalez slid wildly at the hairpin at the end of the immensely long straight, and when the cars came round again Ascari led from three Alfas, followed by Villorresi and Gonzalez in the next two Ferraris.

Already Fangio had started to drive really fast; on the third lap he passed Farina, and on the fourth he caught and overtook the flying Ascari to lead the race! The Ferraris were all carrying immense quantities of fuel in an endeavour to complete the entire course without refuelling; in this limited respect they were successful, but the handling of the cars in the early stages was slightly impaired, and it also had another—and more serious—effect. On the sixth lap Taruffi came into the pits with the left rear tyre in ribbons, the tread having disintegrated; next time round it was Villorresi, this time with the right-side wheel at fault, and two laps later Ascari, too, was forced to stop for the same reason. The Ferraris, like the Alfas, were using Pirelli tyres, but whereas the Alfas had big back wheels with 18in diameter rims, those on the Ferraris were two inches smaller. The combination of this factor with the extra load of fuel carried made all the difference; this was a gamble by Ferrari that just did not come off.

Meanwhile there was plenty of excitement and trouble at the rear of the field; Bira's Osca, the engine of which had been put together again only after practice, lasted no more than one lap; Chiron's Talbot fell out shortly afterwards with valve gear trouble, while the unlucky Giraud-Cabantous hit a dog which strayed on to the road with his Talbot and irretrievably damaged the radiator—and the dog. Alfas were now first and second, and Gonzalez third until he, too, was forced to stop for a tyre change at fourteen laps. Ascari then got back to third place—but two laps later he had to stop again, to change the other rear tyre; all these Ferrari tyre changes were accomplished in about ten seconds, but each one lost the car concerned about a half-minute in race time. At this time, therefore, Alfas occupied the first three places, and the outlook for Ferrari seemed gloomy indeed.



The victorious Fangio slides neatly round the tail of Simon's spinning Simca.



Fangio, before the battle commenced, stopped for a friendly word with two of the Simca pit staff.

FANGIO'S FINALE: continued



POSITION AT 28 LAPS

1. Alfa Romeo 1,500 s (J. M. Fangio), 46m 28.3s, 101.5 m.p.h.
2. Alfa Romeo 1,500 s (G. Farina), 27s behind leader.
3. Alfa Romeo 1,500 s (F. Bonetto), 1m 52s behind.
4. Ferrari 4,500 (F. Gonzalez), 1m 56s behind.
5. Ferrari 4,500 (L. Villorosi), 2m 21s behind.

The amazing little Simcas had been going extremely well, in line ahead behind the Ferrari-Alfa battle and in front of all the Talbots; but the strain began to tell, and Trintignant's car came in for a long pit stop, and retired after a few more uneasy laps. Godia, the only Spanish driver in the race, spun his Maserati round at the hairpin, but proceeded undaunted, and was going very well. At 29 laps Fangio came in and refuelled in 30sec; no wheels were changed, nor were they on any Alfa throughout the race. The remaining cars of the team followed, in roughly the same time; and now Ascari suddenly came in again—for attention to the engine of the Ferrari. Villorosi's car, too, was misfiring slightly and seemed unhappy; certainly it was not Ferrari's day at all, although Gonzalez had by now displaced Bonetto's Alfa for third place. And then Taruffi, holding sixth place for Ferrari, suddenly lost one rear wheel completely on Victoria corner when the hub shaft broke, and his run was over.

POSITION AT 35 LAPS

1. Alfa Romeo 1,500 s (J. M. Fangio), 1hr 22m 40.1s, 99.73 m.p.h.
2. Alfa Romeo 1,500 s (G. Farina), 1m behind leader.
3. Ferrari 4,500 (F. Gonzalez), 1m 25s behind.
4. Ferrari 4,500 (L. Villorosi), 3m 2s behind.
5. Ferrari 4,500 (A. Ascari), 3m 4s behind.

Three of the Alfa Romeos still sounded as crisp and good as when the race began; only de Graffenried's occasionally spat back and stammered slightly.

The next excitement was provided by Johnnie Claes, whose Talbot had been going very well in the early stages; at this point, however, his brakes began to

fail, and he finally rammed the straw bales at Numancia corner, damaging the front of the car beyond hope of immediate repair. Still Fangio and Farina sailed serenely round, seemingly unruffled and untouchable; behind them came Gonzalez, while Ascari was getting dirtier and dirtier with oil, which appeared to be blowing up through the cockpit. De Graffenried stopped once again with the fourth Alfa; and then Villorosi, the engine of whose Ferrari had been sounding worse and worse, came in to the pits yet again—and never restarted. One lap later, too, Simon pushed his Simca into the pit, looking very hot and tired; efforts were made to remedy the engine trouble which had developed, but nothing would induce the car to fire on more than two cylinders, and it, also, was pushed away.

POSITION AT 50 LAPS

1. Alfa Romeo (J. M. Fangio), 1hr 58m 14.95s, 99.91 m.p.h.
2. Alfa Romeo 1,500 s (G. Farina), 1m 3s behind leader.
3. Ferrari 4,500 (F. Gonzalez), 1m 44s behind.
4. Ferrari 4,500 (A. Ascari), 4m behind.
5. Alfa Romeo (F. Bonetto), 4m 50s behind.

Gonzalez Catches

The race now began to take on an extremely exciting aspect once more, as Gonzalez had slowly but surely been gaining on the two leading Alfas for some little time. Moreover, they had to refuel once more; first Fangio and then Farina came into the pits, took on fuel and nothing more, and left again, the former in 35sec, the later in 27.

But before Farina could restart, the Argentinian Ferrari pilot had flashed past, to come round next lap with a 13sec lead over Farina; and try as the latter would, he could not reduce the gap, which slowly widened still more. It almost looked as if Gonzalez would threaten Fangio; but no, although the gap between them was reduced at one time to as little as 25sec. Fangio then put on speed slightly, and Gonzalez was signalled to maintain his speed rather than risk bursting the engine in a hopeless chase.

When Fangio had only about five laps left to complete the full distance, and preparations were already being made for

the finish, Godia appeared slowly round the Numancia corner and came into the pits, signalling violently, with the front of the Maserati very badly dented indeed. The bonnet, too, had disappeared; but the car would still run (although quite how, in view of the fact that the carburettor was almost wrenched off the supercharger casting, remained a mystery), and so off he went again, to limp round for a lap or two more until the race was over. And finally down the road came Fangio, champion of the world at last, to win the Spanish Grand Prix after a magnificent drive, and to restore Alfa Romeo to their proud position at the head of the list of finishers once more.

Behind him came Gonzalez, fat, tired and dirty, but happy enough; as well he might be after a struggle to keep within striking distance that had at one time appeared almost hopeless. Then Farina; and Ascari, two laps behind, dirtier than any of them, with his very real hope of taking the championship away from the Alfa drivers dashed to the ground after all. Bonetto, de Graffenried; the Talbots of those stalwarts from France, Rosier and Etancelin, Manzoni's Simca, and finally the tenacious Godia—and that was all.

And after all this excitement, it was still barely a Spanish lunchtime—and many of the competitors and spectators went on that afternoon to watch a bullfight, presumably as a relaxation. It had been a wonderful race, and a fitting finale to a terrific Grand Prix season.

RESULTS

70 laps at 3.9-mile circuit, total distance 273 miles.

1. Alfa Romeo 1,500 s (J. M. Fangio), 2hr 46m 54.1s 93.74 m.p.h.
2. Ferrari 4,500 (F. Gonzalez), 2hr 47m 48.4s 88.24 ..
3. Alfa Romeo 1,500 s (G. Farina), 2hr 48m 39.6s 87.75 ..
4. Ferrari 4,500 (A. Ascari), 68 laps; 3. Alfa Romeo 1,500 s (F. Bonetto), 68 laps; 5. Alfa Romeo 1,500 s (E. de Graffenried), 68 laps; 7. Talbot 4,500 (L. Rosier), 64 laps; 8. Talbot 4,500 (P. Etancelin), 63 laps; 9. Simca-Gordini 1,500 s (R. Manzoni), 62 laps; 10. Maserati 1,500 s (F. Godia), 60 laps.

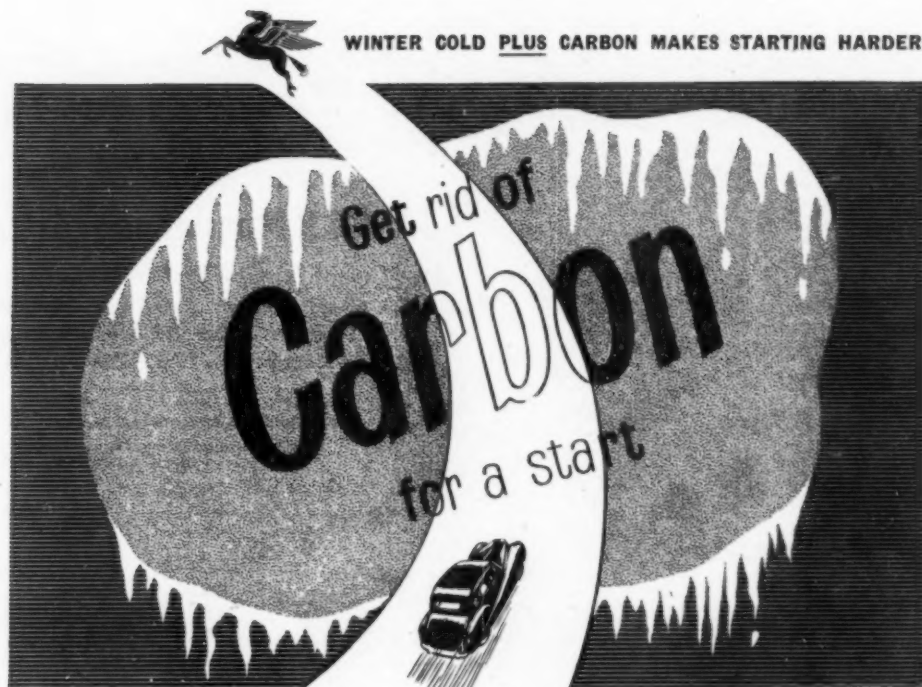
Fastest lap: Alfa Romeo (Fangio), 2m 16.95s, 103.2 m.p.h.

Retirements: Simca-Gordini 1,500 s (A. Simon), 48 laps, engine; Ferrari 4,500 (L. Villorosi), 48 laps, ignition; Talbot 4,500 (J. Claes), 57 laps, crash; Ferrari 4,500 (P. Taruffi), 50 laps, broken hub-shaft; Simca-Gordini 1,500 s (C. Trintignant), 55 laps, engine; Talbot 4,500 (O. Grignani), 24 laps, transmission; Talbot 4,500 (F. Girard-Desbordes), 7 laps, radiator; Talbot 4,500 (L. Chiron), 4 laps, broken rocker; Osa 4,500 (B. Bira), 1 lap, engine.

Non-starters: Maserati (F. Laudi and J. Jover).

Ascari (Ferrari) leads the Alfa Romeos of Bonetto and de Graffenried round Girona corner.





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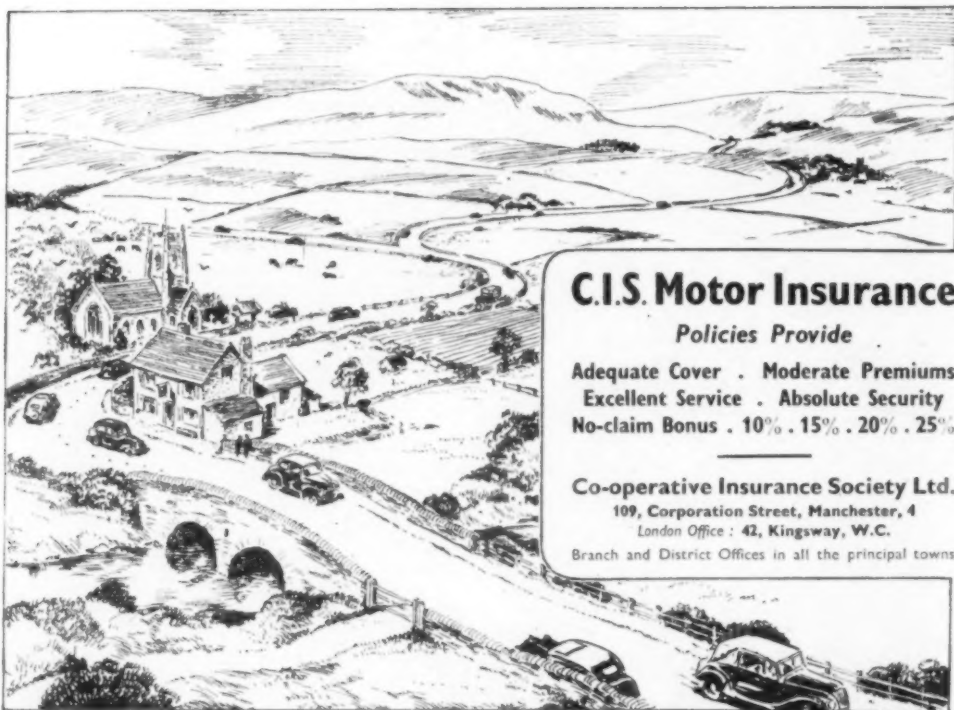
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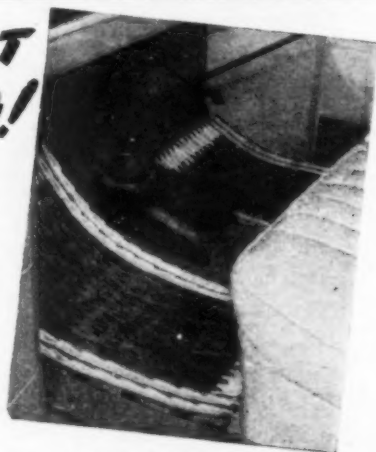
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USED CARS ON THE ROAD

No. 17 : 1938 540K Mercedes-Benz Drophead Coupé

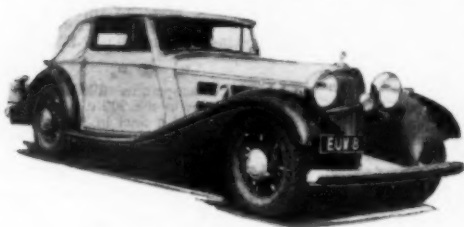
Price, new : £1,895	Acceleration from rest through gears to 50 m.p.h., 15 sec.	Fuel consumption range : 8-14 m.p.g.	Speedometer reading : 47,596
Secondhand : £1,675	To 50 m.p.h., 10A sec.	Oil consumption : negligible.	Car first registered March, 1938.
	30-40 m.p.h. (top gear), 5.7 sec.		

WITH such an unusual car as the 1938 540K Mercedes-Benz the uninitiated might expect it to do almost anything—and indeed it does! The car tested, which was supplied for the purpose by the Swanmore Garage, Boscombe, Bournemouth, had an English-built body strictly along the well-known Mercedes lines, but built by Offord's. Naturally enough, in view of its petrol consumption, it had not been used during petrol rationing periods (which were a large slice of the period since 1938), and its general appearance, inside and out, was very good.

The car had recently passed through the hands of the Mercedes-Benz firm in England, and it was apparent during the test that the mechanical condition was sound; the only unpleasant sign from the engine compartment was a certain amount of smell.

The 540K, it will be remembered, was fitted with a supercharger brought into use at the will of the driver. During normal operation of the throttle pedal the supercharger is not working, but pressing the pedal right down operates a clutch, and the ensuing scream, and push in the back, make it quite clear that the supercharger has been brought into action! Its uses for overtaking on busy roads, or for that extra urge whenever required, are quickly appreciated.

The car is a real "heavy" so that its performance at low speeds on the 115 b.h.p. available without the supercharger was not so forcibly noticeable as it was when the car was really under way.



Here again, however, the blower could be used with effect. This choice of when to use the extra power had its inevitable effect on petrol consumption, and it was found that with normal driving about 12-14 m.p.g. could be obtained. Extensive use of the blower reduced this figure to 9-11 m.p.g.

The speedometer was about average in its optimism, reading 55 at a true 50 m.p.h. The maximum speedometer reading obtained during the test was a little over the 100; a figure reached on a quite short stretch of open road. Traffic conditions then required deceleration, but the car was certainly not at its maximum. The gear box gave direct drive on third gear, on which it could be accelerated from very low speeds. Once on the open road an overdrive fourth gear could be engaged for higher speeds without any fuss from the big engine.

The steering, heavy at low speeds, was thoroughly accurate, giving all the control required for a car with such potential performance. Similarly, the brakes were really powerful and adjusted to a nicety. The suspension was firm, with no undesirable features. All five tyres were virtually new.

A choice of horns to suit the occasion was provided, with a selection switch connecting either to the horn ring on the massive steering wheel. The comprehensive range of instruments included a rev counter. A good range of hand tools, as well as the jack and wheelbrace, was installed in the luggage locker.

No. 18 : 1933 Alvis Speed Twenty Four-seater Tourer

Price, new : £825	Acceleration from rest through gears to 50 m.p.h., 17.5 sec.	Fuel consumption range : 16-18 m.p.g.	Speedometer reading : 16,553
Secondhand : £385	To 50 m.p.h., 17.5 sec.	Oil consumption : approx.	Car first registered March, 1933.
	30-40 m.p.h. (top gear), 11.1 sec.		

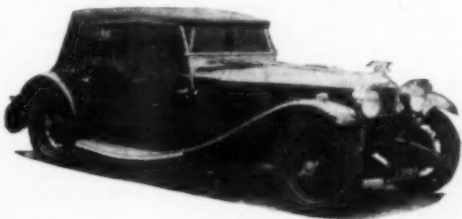
THERE must be very few enthusiasts who do not take a special interest in the best vintage-type cars, of which the Alvis Speed Twenty is certainly one of the best known. This is the type of car which demands to be properly preserved, and the 1933 model supplied for test by the Alton Garage, 17, Brook Mews North, Paddington, London, W.2, showed that it had been so treated. The body exterior was particularly praiseworthy, having been completely recellulosed a typically Alvis dark green and fitted with a well-finished new hood and side screens. The green seats and carpets showed wear, although the leather had retained a good, clean appearance. With such a car an external examination automatically includes a good look under the bonnet, taking in the three S.U. carburettors, the well-polished fuel piping, the visual float-actuated oil level indicator, and noting the clean layout and commendable accessibility of all the components.

This model had a dual ignition system, the ignition switch being turned to coil ignition for starting and then to the magneto for normal running. The traditional ignition advance and retard control was fitted at the centre of the steering wheel and it was particularly necessary to put this to retard for starting, for, apart from the risk of damage, the starter otherwise had little hope of turning the engine at a useful speed. Partly owing to the good induction provided by the three carburettors, the mixture control could be returned to normal as soon as the engine was running, which meant the moment that the starter button was pressed.

To those used only to modern cars it may be surprising to realize that the Alvis Speed Twenty was a car of 2½-litre engine size which was good for speeds of up to 90 m.p.h. in prime condition, with a very lively acceleration, 18 m.p.g. with normal driving, and a controllability which many a modern car could emulate.

The overall mechanical condition of the car tested was surprisingly good, the easily operated "crash" gear box, despite a longish wait for the engine revs to come down when changing up, provided the means of a vivid rise to speeds which were high by any standard. The speedometer showed optimism to the extent of indicating 56 at a true 50 m.p.h., but there was no doubt that the car was still capable of real speed. At a little over and indicated 70 m.p.h. a slight front-end shake was noticed, which disappeared before the 80 was reached. At this speed the car was entirely happy. The clutch always gave a smooth take up, but it had the tendency to slip when the throttle was opened wide in the lower speed range of any gear.

The brake pedal required much more pressure than a modern counterpart, but quite powerful and viceless deceleration was there. The suspension was certainly hard by modern standards, in a way which added to the taut feeling of the whole car. Perhaps the highlight of the many virtues of this vintage classic, however, was the steering, which slipped the car round a corner almost before the driver had decided to go that way!





Dawn check-point at Liangower in the Manchester University M.C.'s Inter-varsity Rally run last week-end (October 27-28). In the foreground, P. Riley's Healey receives attention; farther back, R. P. N. Stark's Vauxhall checks in.

THE SPORT

Conducted by S. C. H. DAVIS and J. A. COOPER, A.M.I.Mech.E., M.S.A.E.

SO the Grand Prix season is now over; but what a season it has been! The battle, all through the year, between the two principal contestants, Alfa Romeo and Ferrari, has resulted in some truly memorable races; no period of absolute supremacy for any one marque can produce good racing, as competition is the absolute essence of the whole game. Next year, perhaps, we shall have not only these two aces, but the B.R.M.—and maybe even others—as well; and what a spectacle that would produce! Meanwhile, we can be sure that there is a good deal of hard thought going on in many places about the new formula, even though it does not come into force for another two seasons; it is no good thinking about the design of a racing car for next season after this season is over, as many people have discovered to their cost.

And Fangio—the almost legendary Juan Fangio, who appeared like a meteor from the Argentine such a short time ago—is now world champion, and a very well deserved honour too. He is always popular wherever he drives, and about his ability there is no question at all; he is the best driver in Grand Prix racing today, and though others may come near to equalling him, they cannot at present beat his technique, which is unparalleled.

AN interesting move is afoot to provide an organization, composed of the managers of European road racing circuits and tracks, to discuss—and if possible to resolve—the many problems inevitably connected with the running and managing of racing circuits.

John Hugenholz, the manager of the Zandvoort circuit, is endeavouring to arrange for such an organization to be formed, and its aim, if achieved, would no doubt benefit race organizers and drivers alike.

In this connection, it is planned to hold in Paris (on December 7, 8 and 9, this year) a conference to which all circuit

managers are invited; the following points will be discussed: that important and controversial question of safety; accommodation for visitors and competitors (pits and timekeeping); use of tracks (number and kind of races, demonstrations, records, practising and visitors); and the managing of circuits generally (upkeep and maintenance, entrance fees, publicity, and so on). John Hugenholz, of Touring Zandvoort, Zandvoort, Holland, will be pleased to hear from anyone interested in attending this conference.

THE 1952 season for formula 2 cars and drivers should be an interesting one. The Grands Prix de France, comprising six events have been planned for this formula; the races chosen—each covering a minimum distance of 300 kilometres—will be run at Pau (April 14), Marseilles (April 27), Paris (May 25), Rheims (June 29), Comminges (August 10) and La Baule (August 17). Each race will carry its own specific awards, but in addition, prizes will be awarded to drivers based upon their aggregate result in the Grands Prix.

ON Monday, October 22, Anthony Crook put 120.47 miles into one hour at Monthéry in an officially timed run in a 2-litre Le Mans Replica Frazer-Nash. As the car was lapping regularly, Crook decided to continue running, in an attempt to break the international Class E (2-litre) 200-mile record.

Bad luck intervened. The car was carrying insufficient fuel for the 200-mile attempt, and as no preparation had been made for it, much time was lost when, with the fuel exhausted, a refuel had to be undertaken from a two-gallon can. Four laps from the finish, the two gallons was also spent, and the car coasted over the remaining distance to complete the 200 miles.

The official speed for the 200-mile

endeavour—118.58 m.p.h.—is a little faster than the record of 117.66 m.p.h. (made by J. Dunfee in the Sunbeam at Monthéry in 1930); but, as the international regulations now require existing records to be beaten by a minimum of one per cent, the run cannot be recognized as a record. Most unfortunate, for, even with the refuel, the one per cent was lost by only a few hundred yards.

A few days previous to this Tony Crook covered ten kilometres in James Manfield's Mille Miglia Frazer-Nash at a speed of over 120 m.p.h.; his best lap for this run was 121.8 m.p.h. Official times for the Le Mans Replica model are as follows: One hour (flying start), 120.47 m.p.h.; (standing start), 119.99; 100 miles (standing), 119.84 m.p.h.; 100 kilometres (standing), 119.43 m.p.h.; 200 miles (including refuel stop) standing, 118.58 m.p.h.; 200 kilometres (standing), 120.01 m.p.h.; 10 kilometres (standing), 110.97 m.p.h.; 10 miles (standing), 114.21 m.p.h.; 50 kilometres (standing), 118.36 m.p.h.; 50 miles (standing), 119.25 m.p.h.

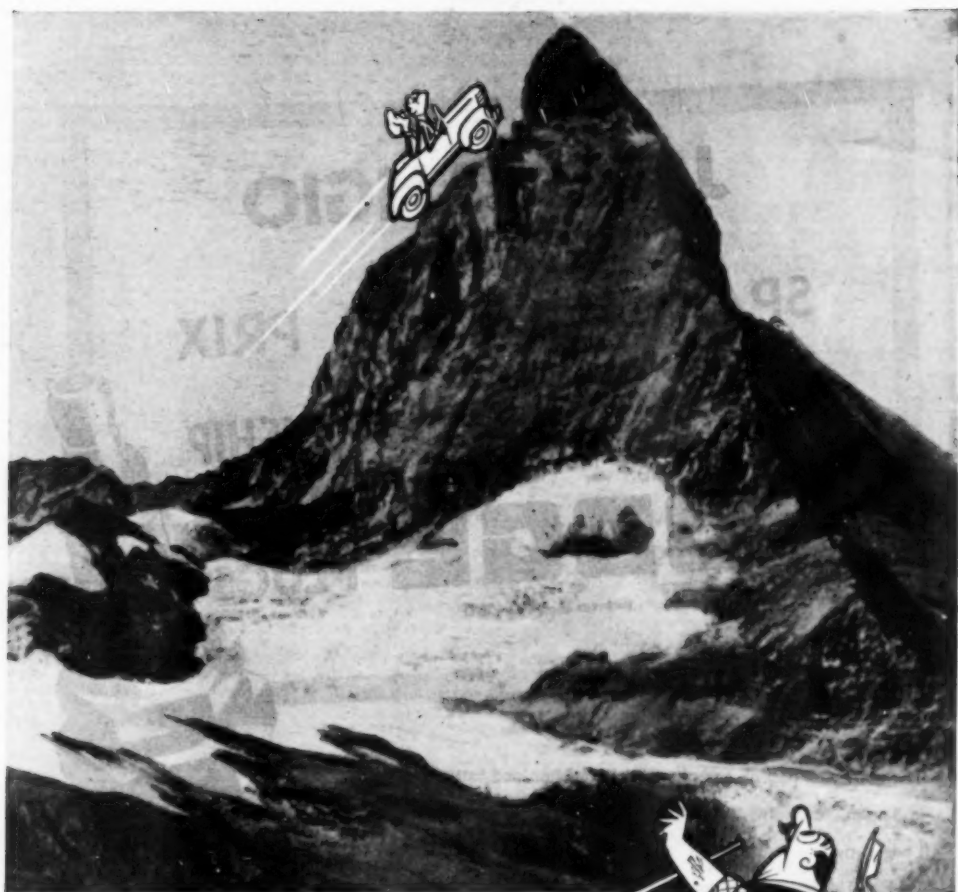
FOUR International Class I (350 to 500 c.c.) records were broken on Friday, October 26, by Ferdinand Lehder, of Neu-Isenburg, Germany, on the Ingolstadt-Munich autobahn. The first three, the flying kilometre, flying mile and five kilometres, were previously held by Lt.-Col. Goldie Gardner (his speeds were 154.858, 154.208 and 150.513 respectively) in September, 1949, on the Jabbeke road, in Belgium.

Lehder's little streamlined car was powered by a supercharged twin-cylinder N.S.U. engine; his speed over the flying mile was 158.9 m.p.h. Sure, however, that the car's potentialities were not yet exhausted, Lehder turned it round, and kept his foot hard down for twelve kilometres, thus pushing up the 10 km record to 155.7 m.p.h. Yet to be officially confirmed by the F.I.A., the new speeds are as follows: 1 kilometre (flying), 163.1 m.p.h.; 1 mile (flying), 158.9 m.p.h.; 5 kilometres, 160.2 m.p.h.; 10 kilometres, 155.7 m.p.h.

BRITISH competitors filled the first four places in the 500 c.c. race, run in two heats and a final in Retiro Park,

COMING SHORTLY

- NOVEMBER 2.**—B.A.R.C. Annual dinner, Grosvenor House, Park Lane, London, W.1, 7 for 7.30 p.m.
 2.—Mid-Cheshire C.C. Annual dinner-dance, Lodge Hall, Oulton Park, Little Budworth, near Tarporley, Cheshire.
 3.—Scottish S.C.C. Anniversary run, starting from the Autopark Garage, Milngavie, Dunbartonshire, 2.15 p.m.
 3.—Sunbac Vesey Cup Trial, starting from the Action Arms, Morville, near Bridgnorth, Shropshire, 11 a.m.
 3.—V.S.C.C. Trial, Ilkley.
 3-4.—Riley M.C. (N.W. Centre). Keswick Rally, starting from Liverpool, Leeds and Manchester.
 4.—Plymouth M.C. 200 Trial combined with the Mancurian, starting from Martley Head filling station, near Buckfastleigh, Devon (A38).
 4.—Cemian M.C. Knowland Trophy Trial, starting from the Royal Huts Hotel, Hindhead, Surrey, 10.30 a.m.
 4.—Crewe and S. Cheshire C.C. Closed invitation trial, Cheshire.
 4.—Rhyl and D.M.C. Closed invitation trial, N. Wales.
 5.—Leicestershire C.C. Bonfire night, Wel-ford Road, near Leicester, 7.30 p.m.
 7-10.—M.C.C. Daily Express National Motor Rally starting from Plymouth, Manchester, Leamington Spa, Norwich, Cardiff, Glasgow, London and Harrogate.
 10.—Cheltenham M.C. Cheltenham Trial, starting from Miles' Garage, Andoversford, near Cheltenham, 9.30 a.m.



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THE SPORT

continued

Madrid, on October 14. Eric Brandon, driving his Cooper-Norton, won the first heat, and the 28-lap final of 50.96 kilometres; Ken Carter (Cooper) won the second heat. Alan Brown was leading the field in the final, when he noticed that the handling of his Cooper was odd; he stopped the car to find a broken rear wishbone. Then K. E. Carter, who was pressing Brandon for the lead, dropped out with a broken throttle cable. Result: 1, Cooper (E. Brandon), 29m 45s; 2, J.B.S. (J. Coombe), 30m 38.2s; 3, J.B.S. (A. T. Gill), 30m 35.4s; 4, Cooper (R. Montgomery-Charrington).

MANY of the well-known trials drivers were amongst the 42 competitors who started in the Bossom Trophy Trial, run by the Maidstone and Mid-Kent M.C. last Sunday (October 28) over a dry 25-mile course in the Lenham-Detling area, in Kent. Winner of the event was R. W. Faulkner, with his 1,172 c.c. Paul Special.

On Swete's Wood, the first section, Miss Pam Price, in the Clayton Special, charged the hill too fast and was unable to round the sharp bend at the top. The car swung back down the hill after charging the bank and somersaulted twice before coming safely to rest. Neither Miss Price nor her passenger was hurt, but most unfortunately a photographer who was hit by the car received cuts and bruises. After Norwood Manor, which stopped the entire entry, and Stock Wood, which was comparatively easy, a new section—Fristed Bank—a steep, grassy slope with a deep gully on the left, provided an interesting contrast in successful methods. After several cars had charged the hill at top speed, and failed to make it, Ruffitt in the Cotton showed how easy it really was, and his controlled climb was emulated by five others who reached the top.

In the special test on Allington, Faulkner was the fastest; but the most spectacular section of the day, where a large crowd had gathered, was Higgins' Horror, with its long bumpy approach; best here was W. H. Waring (W.H.W.s), who fairly rocketed up, to the delight of the crowd.

Excellent on Harp Farm, which had to be tackled by some competitors in the dusk with their lights on, were Imhof (last year's winner) and L. J. Onslow-Bartlett (Austin Special).

PROVISIONAL RESULTS

Bossom Trophy: Paul Sp. 1,172 (R. W. Faulkner). Best Maidstone Club member: De-ow 1,172 (A. E. Day).

Class winners: up to 750 c.c., 747 Cannon-Austin (M. R. B. Connors); 1,100 c.c., J. G. Smith (C.O.E. 1,090); 1,500 c.c., Lotus 1,172 (M. H. Lawson); unlimited, W. H. W. 1,196 (W. H. Waring).

First-class awards: Cotton (A. A. Baring); Imhof Sol. (A. G. Imhof); Appleton (J. H. Appleton); Spence (E. G. Spence); Cotton (A. E. Baring).

Second-class awards: De-ow (R. Chappell); Vauxhall Sp. (G. Stevens); De-ow (P. Barden); Chandler Sp. (E. J. Chandler); Austin Sp. (L. J. Onslow-Bartlett).

DURING the week-end the Manchester University M.C. organized the 600-mile Inter-Varsity Rally. Competitors started from three points—St. Neots, Huntingdonshire, Measham and New-castle—on Saturday morning, and proceeded to a common check point at Ashby, arriving shortly after 7 p.m.; this was run by the Loughborough College M.C., and after an interval of half an hour, each car was duly sent on its way again on a route which led ultimately to Llandudno. At first, the course was fairly easy, but in Wales some of the class B roads became extremely narrow and twisting, and a drizzle in the early hours of Sunday

morning did not help matters. Consequently, there were one or two brief encounters with the bank. However, fortunately no one was hurt.

On arrival at Llandudno there were two tests to be faced; the first was a regularity test, which involved proceeding along two parts of a course at the same speed, and the second a braking and acceleration test, which included a *chicanes*. Only four out of the 56 starters lost no points, while another very fine performance was put up by R. P. N. Stark, in a Vauxhall. P. Riley, in a Healey, also did extremely well in the braking and acceleration test. Altogether, the event was a very creditable first effort, and both competitors and organizers should be congratulated.

RESULTS: Up to 1,100 c.c.: 1, Morris (J. S. Hollings), 6 marks lost; 2, Austin (D. Scott); 3, Morris (G. M. Shire).

1,101 to 2,000 c.c.: 1, M.G. (W. A. Scott-Brown), 0 marks lost; 2, Morgan (R. Hulme), 0; 3, P. Sherry, Ashby, 0. Over 2,000 c.c.: 1, Vauxhall (R. P. N. Stark), 1 mark lost; 2, Austin (J. C. Vesle); 3, Healey (P. Riley).

Team award: Edinburgh University M.C. team: Morris (R. M. Shires), Morgan (R. H. Hulme), Austin (J. C. Vesle), aggregate of 65 marks lost.

TICKETS for the British Racing Mechanics Social Club's annual dinner and dance—to be held at the Park Lane Hotel, Piccadilly, London, W.1, on November 23—may be obtained at £1 7s 6d each from R. G. Dunn, 15, Oak Lodge Close, Queens Road, Hershaw, Walton-on-Thames. The "party" was such a success last year that the numbers on November 23 will be limited to 400; lounge suits or overalls may be worn, ladies as they please.

STARTING with the B.A.R.C.'s annual dinner, at Grosvenor House, Park Lane, London, to-night, there is a spate of events this week-end of general sporting interest. The Sunbac Vesey Cup Trial will start on Saturday (November 3) from the Acton Arms, Morville, near Bridgnorth, at 11 a.m.; the Scottish Sporting Car Club's Anniversary Run, from the Autopoint Garage, Milngavie, at 2.15 p.m., will be run on the same day; and the Riley Motor Club's Keswick Rally, with starting points in Liverpool, Leeds and Manchester, will be organized by the North Western Centre on Saturday and Sunday, its route of 140 miles finishing at the Royal Oak Hotel, Keswick. On Sunday, competitors in the Cemian M.C.'s Knowland Trophy Trial—a qualifying event for the R.A.C. Trials Championship—will start at 10.30 a.m. from the Royal Huts Hotel, Hindhead, Surrey, on a sporting 30-mile course.

HAVE you ever noticed how it is always the novice, or at least the least successful competitor, who makes the most noise with his car in the paddock? And, if it is a sports car, drives it home after the meeting with its racing numbers still prominently displayed. The really clue-up character who carries off the awards is usually the least noticeable one up to the moment of leaving the starting line; there must be a moral in this somewhere.

The paddock at the Brighton speed trials, for example, with its inviting stretch of the sea-front, is always rather afflicted with various competitors struggling for the honour of making fastest time up and down the paddock; in fact, it has been suggested that an award be made for the best performance in this direction. But I leave to your imagination the question of what the award should be.

J. A. C.

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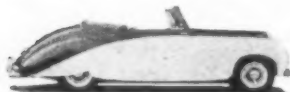
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CLUB NEWS

M.G. Car Club (S.W. Centre).—The first Weston Rally, on October 13, attracted 45 entries; it started from the Mile 3 Road House, Bristol, early on the Saturday morning. Despatched at minute intervals to the high Cotswolds, competitors ran into a variety of troubles—fog, police checks, a secret rally control, a missing signpost—before arrival at the Prescott control. After a pause for refreshments, eaten in a drizzle of rain, the hill was tackled at two-minute intervals; then the cars set off for Weston, via more secret controls, and the final tests were held there on the sea front in brilliant sunshine, with Russell Lowry commenting. The usual run of accelerating, braking, wiggle-woggle and parking tests was carried out as one continuous test, one mark being lost for every second taken to complete it. Dr. A. Mayne cut a dash with his Faniford Special, his time being 68.7s, but was penalized for touching a marker barrel. A. S. Lusty (M.G. TD) was, therefore, the best in 69.2s, and J. M. Readings (M.G. 1½-litre saloon) second, in 72s. Then an unofficial run (in 64.6s) by Weston chief marshal, John Buncombe, proved fastest of the day, and the awards were presented at a rally ball by Lt.-Col. Goldie Gardner. Results are as follows: **best performance of the day:** M.G. 1½-litre saloon (J. M. Readings), 76.1 marks lost. **Best open car:** M.G. TD (J. J. Murray). **Best closed car:** Allard (C. J. Toomer). **Best Morris:** Minor (Mrs. Fowler). **Best Riley:** 2½-litre saloon (R. Fursland). **Class awards:** open, up to 1,500 c.c.: M.G. TD (A. S. Lusty), 78.3 marks lost; over 1,500 c.c.: NK120 Jaguar (A. G. B. Wood), 79.5; closed, up to 1,500 c.c.: M.G. 1½-litre saloon (C. Hughes Davies), 84.9; over 1,500 c.c.: Bentley 4½-litre saloon (C. Whitehead). **Specials:** Faniford Spl (A. Mayne).

Cheltenham M.C.—The sixth annual Cheltenham Trial will be held on Saturday, November 10, starting from Miles' Garage, Andoversford, near Cheltenham, at 30 a.m. The course, approximately 50 miles long, will include a number of observed sections and timed hills; the scheduled average speed will be 15 m.p.h. Invited clubs are the Bristol, Sunbuc, N.W. London, West Hants and Dorset, Sheffield and Hallamshire, Taunton and Harrow; entries to W. Dembowski, Hayden Court, near Cheltenham.

Seven-Fifty M.C. and West Hants and Dorset C.C.—Results of the combined speed trials meeting, held at Tarrant Rushton Airfield, near Blandford, Dorset, on October 21, are as follows:

750 Formula: Austin Spl (L. West), 27.78s, Macklin Cup.
Sports cars: Up to 1,500 c.c.: Buckler (M. G. Parrott), 26.03s; 1,501 to 1,750 c.c. u.s., up to 1,800 c.c. s: M.G. s (D. W. Davis), unlimited: M.G. s (D. W. Davis), 52.85s, 1.1.4.
Saloon cars: 12 to 18 h.p.: Yates Spl (R. Yates), 26.58s; 18 to 22 h.p.: Jaguar (J. Punsy-Grahl), 27.60s; unlimited: Jaguar (J. Hamilton Stutt), 25.44s, f.t.d. by saloon car.
Racing cars: Up to 500 c.c.: Cooper (E. Fenning), 22.08s; up to 750 c.c. s, 1,500 c.c. u.s.: M.G. (O. V. Coles), 21.55s. Over 1,500 c.c.: Cooper (B. E. Bradcock), 20.52s.

Harrow C.C.—Start of the Cottingham Memorial Trophy Trial, on November 17, will be from the Lambert Arms, Aston Rowant, on the main High Wycombe to Oxford road (A40), about three miles from Stokenchurch, in Buckinghamshire. Competitors will be started at one-minute intervals, from 11 a.m., and will be required to cover the sporting route—with its minimum of ten observed sections—at a scheduled speed of 15 m.p.h. Entries should be sent, before November 12, to M. Lucani, 37, Park Hill, Harpenden, Hertfordshire; the following clubs have been invited to compete: Bristol, Cheltenham, Hants and Berks, Maidstone and Mid-Kent, Seven-Fifty, Sheffield and Hallamshire, and Sunbuc. This event is one of those qualifying for the B.T.D.A. Star competition.

Morgan 4-4 Club.—This club has now received official recognition by the R.A.C., and arrangements are under way for a night rally, to be held at the end of November, starting from the London, Manchester and Gloucester areas, with a course of about 250 miles. The club secretary, J. Sutton Atkins, will be pleased to hear from any Morgan 4-4 or Plus 4 owners who may be interested in joining the club; his address is: 3, Friary Street, Derby.

Kentish Border C.C.—First-class awards in the Stafford Clark Cup Trial, held on Sunday, October 14, in the Crowborough area, went to J. H. Appleton, driving the Appleton Special, and E. W. Vero, in the Cox Special. A. W. Gubby (Dellow s) and G. E. Groy (Dellow) gained second-class awards.

IN BRIEF

Kenway Motors have now opened a bombed-site in Brick Street, Piccadilly, London, W.1, as a concrete floored car park, with accommodation for 100 cars.

Ferodo brake linings were used on the Alfa Romeo of J. M. Fangio, world champion driver of 1951, when he won the Spanish Grand Prix at Barcelona, described on pages 1414-16.

A well-produced spirally bound book has been issued by the Jowett company to mark the completion of fifty years of steady progress. It starts with the V-twin engine of 1901, when a dust

coat for the driver and veils for female passengers were the rule, and concludes with optimism expressed for the future.

A service manual has been produced by Hepolite (Hepworth and Grandage, Ltd., St. John's Works, Bradford) of considerable value to the service mechanic. The price is 5s.

Earlier this month nearly 600 West Country motor and radio traders and their friends were entertained in Bristol at the Exide supper-dance. Mr. F. Atkinson, manager of the Bristol depot, greeted guests on their arrival.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16052. 1934 Talbot 75.
"P.F.O."—Any available information and a handbook.

No. 16053. 1935 Triumph Gloria.
"J.T."—Hints on maintenance and a handbook.

No. 16054. 1937 1½-litre Riley Kestrel.
"C.W.W."—All possible information and a handbook for Special Series model.

No. 16055.—Le Mans Singer Nine.
"P.E."—All possible information and maintenance data.

No. 16056.—Engine Conversion.
"I.F."—Information as to type of engine used.

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No. 16057. Handbooks Required.
"G.A.H."—1937 Flying Standard Nine.
"B.C."—1938 27 h.p. Studebaker Commander.
"C.R."—1937-38 21 h.p. Ford V8.
"W.J.C."—1931 Riley Nine Monaco.
"J.R.H."—1938 1½-litre VA-type M.G.
"C.W.P."—1937 1½-litre Riley Adelphi.
"D.J."—1935 10.8 h.p. Triumph Gloria.
"T.L.T."—1929 Morris Minor.
"N.L.G."—1932 Rover Ten.
"T.F.M.G."—1939 1½-litre Triumph Dolomite.
"E.W.B.R."—1939 TA-type M.G. Midget.
"K.W.S."—PA-type M.G. Midget.
"G.H."—1934 Riley Nine Kestrel, twin carburettor model.
"W.G.C."—1935 Austin Twelve-Four.
"G.R."—1935 PA type MG Midget or 1932 F-type Magna.



1949 **HILLMAN** Minx Phase III, colour black, brown leather upholstery, low mileage, one owner, immaculate 899 gns.

1946 **FORD** 8 Anglia saloon, colour black, fitted loose covers, excellent condition, taxed year 479 gns.

1947 **STANDARD** 8 de luxe sun saloon, colour grey, leather upholstery to match, one owner, taxed year 529 gns.

1946 **MORRIS** 8 de luxe sun saloon, colour black, brown leather upholstery, indistinguishable from new, taxed year 499 gns.

1946 **VAUXHALL** 10 4-door sun saloon, colour black, brown leather upholstery, genuine bargain 629 gns.

1947 **MORRIS** 10, 4-door de luxe sun saloon, colour black, brown leather upholstery exceptional condition, taxed year 679 gns.

1939 **TRIUMPH** 14 Roadster, colour cream, green leather upholstery, excellent 499 gns.

1939 **AUSTIN** 10 Cambridge de luxe sun saloon, colour maroon, leather upholstery to match, original finish, may be described as immaculate, taxed year 469 gns.

1940 **VAUXHALL** 10 de luxe 4-door sun saloon, colour black, brown leather upholstery, very original 479 gns.

1938 **MORRIS** 12, 4-door de luxe sun saloon, colour grey, leather upholstery to match, perfect condition, taxed year 379 gns.

1939 **HILLMAN** Minx 4-door de luxe sun saloon, colour blue, brown leather upholstery, low mileage, taxed year 399 gns.

1935 **AUSTIN** 7 de luxe sun saloon, colour blue, leather upholstery, a bargain 179 gns.

1938 **MORRIS** 8, 4-door sun saloon, colour black, maroon upholstery, fitted loose covers etc., taxed year 299 gns.

1936 **FORD** 8 saloon, colour black, brown upholstery, good runner, nice appearance, taxed year 199 gns.

1931/2 **M.G.** 8 h.p. sports coupe, colour black, brown leather upholstery, excellent running order 79 gns.

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1934 **MORRIS** 10 4-door sun saloon, colour black, brown leather upholstery, nice appearance, mechanically sound, taxed year 149 gns.

1947 **HILLMAN** Minx de luxe sun saloon, colour black, brown upholstery, low mileage 569 gns.

1935 **MORRIS** Cowley 15 h.p. sports close-coupled saloon, colour light blue, upholstery to match, ready to drive away 129 gns.

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1947 Austin 12 saloon, sun roof, black, brown leather, a sports car in first-class order, just used and highly finished, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Howard Smith, Hampstead (Hampstead Tube), Hampstead 6041. 15048

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1947 Austin 12 saloon, sun roof, black, brown leather, a sports car in first-class order, just used and highly finished, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Howard Smith, Hampstead (Hampstead Tube), Hampstead 6041. 15048

AUSTIN SIXTEEN

1936 Austin 16 long wheelbase saloon, black and exchanges. Blue, good tyres and good runner. £190; part deferred terms.—Chain Garage, Hanger Lane, Western Ave., Ealing, W.5. Per. 4403-5. 15048

1949 (Jan.) Austin 16 de lute saloon, finished black, brown leather upholstery (cloth rear seat), 25,000 miles, one owner, fitted brand new set of tyres, built-in radio, air disc, taxed December, in really excellent condition throughout, trade enquiries welcomed. 15048

MOTORISTS (LONDON), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. 11959

1949 Austin, October delivery, 16hp hire car. 7 seats, one careful owner driver, exceptional condition, new tyres, licensed, owner taken delivery new hire car; full kit tools, etc., as supplied new. £850.—Reeves, 20, Desmond Cres., Crewe, Tel. 3234. Mornings or evenings. 15048

£525—Austin 16 de lute saloon, spotlessly maintained by very meticulous owner, interior and exterior magnificent, this vehicle is undoubtedly the finest we have had for the past two years, only wants seeing: 3 months' guarantee, hire purchase, exchanges. 15048

LAMBS OF WOOD GREEN—Pinchley Showrooms, 421, High Rd., Finchley, N.12. Pin. 6221. 12905

HIRE CAR (1950) partition, widest forward occasionals, leather, 20,000 miles, reasonable cost. L. & S. SATINBROS Ltd., Providence Court, Rye, Sussex. Tel. 3234. 15048

Audley Street, Mayfair—2941. 15178

Austin Sixteen Cars Wanted

THE CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

10955

AUSTIN 16 wanted, low mileage.—G. S. Hall, 60, Kings St., Hammersmith, Riv. 261. 15048

1948 Austin 16 de lute saloon, 16hp, disassembled, no object.—Huttons, Lord St., Southampton, Tel. 2288. 15048

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½ & 4½-litre)
JACK BARCLAY, Ltd.
 Largest official retailers of Bentley and Rolls-Royce.
 A stock list of used models on request to:
 12-13 St. George St., Hanover Sq., London, W.1
 Tel. Mayfair 7444.
JACK BARCLAY, Ltd.

HOFFMANN GARAGE, Ltd.
 11, Huddersfield Rd., Halifax.
 Great Britain's leading specialists in Rolls-Royce and Bentley cars.
 Proud members of the Swain Group.
 A NATIONAL motoring organisation.

1947 Bentley Mark VI 4½-litre drop head coupe by H. J. Mulliner, blue with blue tapestry. Ref. H. 7323. (10067)
1948 Bentley Mark VI 2-door sedan by James Young, green with beige hide. Ref. H. 7460.
1937 Bentley 4½-litre 2-door sedan coupe by Gurney Nutting, colour Alpine mist with brown hide. Ref. R. 6555.
 All cars carry our unique six months' guarantee, unless otherwise stated at time of purchase, please write or phone for details to:
HOFFMANN GARAGE, Ltd.
 11, Huddersfield Rd., Halifax, Yorkshire.
 Tel. Halifax 5944.

FOX.
 Officially appointed Rolls-Royce and Bentley retailers; special retailers of H. J. Mulliner coachwork, have a large selection of guaranteed Rolls-Royce and Bentley cars including the undermentioned:
1936 Park Ward saloon on the Bentley 4½-litre chassis, black, with brown leather, speedometer 10,000.
 A. FOX & Co., Ltd., 3-5, Burlington Gdns., O'ld Bond St., W.1. Tel. Regent 7667. (3650)

RIPON.
RIPON BROS., Ltd.
 NORTHERN Bentley Specialists.
1949 Mark VI standard steel saloon, tudor grey with grey leather.
1948 (Sept.) Mark VI standard steel saloon, black with brown leather upholstery, wheel spats and chromium waistband.
1948 (April) Mark VI standard steel saloon, grey with maroon leather wheel spats and chromium waistband.
1947 (Nov.) Mark VI standard steel saloon, black with blue leather.
 For further particulars please contact the largest Bentley distributors.
RIPON BROS., Ltd. Huddersfield 6340 (5 lines).
 Also at Bradford, Leeds and Sheffield. (0906)
CAR MART, Ltd.

1949 Bentley Mark VI steel saloon, 500 miles; black, miles 2,255, offered over £5,000. W.1. Grosvenor 5454. (1496)
JACK OLDING, of Mayfair.
 Official Rolls-Royce and Bentley Retailers.

OFFER—
1950 Mark VI Bentley standard saloon with div., black with beige thr. (10067)
1950 Mark VI Bentley standard saloon, green with beige thr.
1949 Mark VI Bentley standard saloon, black with brown thr.
1948 Mark VI Bentley standard saloon, metallic grey with grey thr.
1947 Mark VI Bentley touring saloon by Hooper, maroon with beige thr.
1947 Mark VI Bentley four-door d.h. coupe by Park Ward, black and grey.
1947 Mark VI Bentley Special 2-door saloon by H. J. Mulliner, grey with brown thr.
 DELIVERY of new and used cars quoted on application.

AUDLEY House.
 North Audley St., W.1.
MAYFAIR 5242.
TOM GARNER, Ltd., offer—

1949 Bentley 4½-litre Mark VI Standard steel saloon, black with beige leather, 5,000 miles (10067)
TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. (1507)

RUSSELL MOTORS offer—
1936 4½ Bentley 4-door pillarless saloon by Vanden Plas, one owner, exceptional car.
 The above car subject to any trial or examination.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St. S.W.1. Tel. Sloane 9268. (1824)

R. C. MORTLAKE offer—
1936 4½ Bentley Park Ward 4-door sports saloon, engine overhauled, coachwork reconditioned, together immaculate; £1,550.—R. C. Mortlake, 253, Rema Rd., London, W.10. Ladbroke 3155; after 6.30 A.M. 4605. (1751)

BROOKLANDS for individuals.
1949 Bentley Mark VI Park Ward drop head coupe, grey, electrically operated hood.
 Buy or sell your car at
103, New Bond St., London, W.1. Mayfair 8551-6. (3245)
SWANMORE CAR SALES offer—

1949 (June) Mark VI Bentley standard steel saloon in very dark Bentley blue with navy blue upholstery, latest type upholstery with picnic tables, latest type body with rear wheel covers and chromium line, mileage 25,500; the whole car in absolutely perfect showroom condition; £4,975.
E. CHURCHILL, 1176, E. Christchurch Rd., Boscombe, Tel. Southbourne 1023. (3919)
HAROLD RADFORD & Co., Ltd.

Invite you to call and inspect their unique selection of Bentley cars.
1949 Bentley Mark VI standard steel saloon, colour black with red leather upholstery and loose covers, one owner, speedometer reading 35,515 miles, in showroom condition.
H. RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (1208)

MANN EIGHTON & Co., Ltd., offer—
1949 Bentley Mk. VI steel saloon, black with brown hide upholstery, mileage 34,000.
1948 Bentley Mk. VI steel saloon, black with fawn hide upholstery, mileage 29,000.
14, Berkeley St., London, W.1. Regent 2073. (3859)

GUY SALMON AUTOMOBILES, Ltd., offer—
1949 Bentley Mark VI standard steel saloon, 21,000 miles, just passed out by makers; £5,150.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-5. (3150)

COOMBS & SONS (GUILDFORD), Ltd., offer—
1938 Bentley 4½ Park Ward saloon, respayed; £2,450.
1947 (Oct.) Bentley Mark VI saloon, all 1950 engine and chassis; £3,595.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Garage, Guildford, Wokingham 6295-6-7. (3823)

LARKS stock of 4½-4½ Bentley cars for disposal.
H. R. OWEN, Ltd., 17, Berkeley St. W.1. Mayfair 9060 (10 lines). (1096)

CHARLES FOLLETT, Ltd., accredited Rolls-Royce and Bentley retailers and exporters, offer—
1949 Bentley Mark VI Standard steel saloon, mid-nite blue, pale blue hide, one owner, 29,000 miles, outstanding condition.
17, Berkeley St., W.1. May. 6366.

SERVICE, works and stores: Barnside Yard, off Elgin Avenue, W.3. Cunningham 5956-8. (3424)
BENTLEY 1948 Mark VI, immaculate; £4,300.—Fleming Garage, Elm Grove, S.W.15. Wim. 9472. (3876)

PERFORMANCE CARS.—Good selection always available; written guarantees.—See under "Sports Cars."
4½-litre Bentley saloon, over £500 spent with makers, 44 bills shown; £1,095.—Lawton-Goodman, 36, North Audley St., W.1.

1934 Bentley 2½-litre sports saloon, in exceptional condition throughout, body by Thripp; price £1,000, terms available.
CLIFTON GREEN GARAGE, 122, Clifton, York. Tel. 52320. (3735)

1949 Bentley Mark VI Park Ward drop head coupe, black, miles 2,255, offered over £5,000. W.1. BM, EDNA, London, W.C.1. (1745)
1935 Bentley 3½-litre 4-door Park Ward saloon, metallic grey with green leather; £1,200.—Mus. 0983, 21, Russell Sq., W.C.1. (3100)

BENTLEY late 1935 Park Ward silver grey saloon, excellent condition bodywork and engine, R.A.C. report available; £1,450.—Box 4919. (3868)
1948 Bentley Mark VI, 31,000 miles, grey; £4,200.—Clayton's Cars (London), Ltd., 257, Euston Rd., London, N.W.1. Tel. Euston 5220 (5 lines). (3194)

1935 Bentley 3½ 4-door sports saloon, excellent condition throughout; part exchange smaller car; £1,000.
BENTLEY 4½-litre, first registered 26.9.37, fitted with a luxurious sports saloon body by Vanden Plas, very carefully maintained and in first-class condition throughout.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. A. Tel. 907. (1645)
1950 silver, loose covers, 7,000 miles, superb motor car.—Broadway Motors, 67, High St., Rounslow, Croydon. Tel. 0175. (3100)

1948 Mark VI Bentley touring saloon by Hooper, maroon with beige leather, 16,000 miles; £5,250.—A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. (12010)
1936 4½ Bentley Park Ward drop head coupe, small mileage, radio and heater.—L. F. Dove, Ltd., 111-115, Addcombe Rd., Croydon. (19102)

BENTLEY 4½, Park Ward 1938 saloon, magnificent specimen; also 1937 4½ Gurney Nutting, 1936 3½ Park Ward, 1936 3½ drop head coupe; from £1,375, exchange terms.
SWANMORE GARAGE, Rolls and Bentley Specialists, 1176, Christchurch Rd., Boscombe, Tel. Southbourne 1022. (3150)

1934 Bentley 3½-litre 4-door H. J. Mulliner sports saloon, in very fine place order throughout.—Fleming Garage, Ltd., 60, Chancery Lane, London, E.C.4. Kensington 9477. (19678)

CLARKE'S OF PIRBRIGHT, Surrey, automobile C. engineers, officially appointed retailers and repairers, offer twenty-four hour service to owners; used cars available for inspection. Tel. Brookwood 2201-2. (10565)

1939 Bentley 4½ overdrive saved Park Ward four-door coupe drop head coupe, immaculate condition, part exchange offer; car—Taylor, 37, Euston Place, S.W.7. Western 0409. (1800)

1949 Mark VI standard steel saloon, blue/blue miles—British & Colonial Motors, Ltd., Upper St., Martin's Lane, W.C.2. Tem. 3568. (13314)
 (June) Bentley Mark VI James Young 4-door sports saloon, mileage 20,000, colour pale mistlake green with beige hide upholstery, one owner, chauffeur maintained from new; £5,500.

1949 Bentley Mark VI standard steel saloon, colour black and silver, radio and heater, beige inside, whole car in completely unmarked, small mileage; £4,100.—Clare Court, Wotton, Berks. Tel. 273. (18200)
MOTORSALERS (HULL), Ltd., Fincles Avenue, Hull. Tel. Hull 18999. (72995)

1949 (May) Bentley Mark VI standard steel saloon, dark blue, with blue leather, most immaculate condition, 24,000 miles, £4,650.—Beech Service Garage, 144, London Rd., Kingston-on-Thames, Kingston 1185. (3575)

ROLLS-ROYCE 3½-litre, first reg. July '34.
 Sportsman's saloon by Hooper, finished in two-tone grey, varnished, grand chassis, £4,650.—Beech Service Garage, 144, London Rd., Kingston-on-Thames, Kingston 1185. (3575)

4½ Bentley Thripp & Maberly semi-racer edge 4-door sports saloon, first registered late 1936, finished in gunmetal grey with grey leather, recently had 6,000 spent on it, bills shown; £2,350.—H. B. Martindale, Ltd., Epsom St., Brighthelm, L. Tel. 20114-5-6. (3986)

1937 Bentley 4½ Park Ward sports saloon, an outstanding example, finished in black and cream with pale blue interior, the whole car is in excellent condition, both mechanically and bodywork, is taxed, beautifully equipped and available for immediate sale at £1,925.

THE SHIRISH MOTOR Co., Ltd., Danbury, Tel. 2453. (2947)
1936 August, 4½-litre, GP Series, Park Ward run Saloon, 69,000 only, excellent history.
1937 July, 4½-litre KT Series, James Young drop head four-seater, many extras.
1939 Park Ward run Saloon, excellent history.
A. L. & SAUNDERS, Ltd., Providence Court, North Audley Street, Mayfair 2841. (3184)

BENTLEY (other than 3½ & 4½-litre)
 4-litre 1931 Bentley, in good running order, 4-seater Saloon, Ricardo engine, Mulliner body, offers.—Tel. Ravenshoe 7683. (3672)

£100 tax.—1936 4½-litre Barker tourer, rebuilt regardless, 188, 189 S.U.A., 2 new Dunlops, highly impressive thoroughbred, offers.—MIR Series, Park Ward run Saloon, excellent history.

1936 4½ Green Label Speed 6 Bentley, first reg. 1936, 188, 189 S.U.A., 2 new Dunlops, highly impressive thoroughbred, offers.—MIR Series, Park Ward run Saloon, excellent history.
 1936 4½ later fitted modern style cabriolet body, good running order, £250.—B. W. Moon, Bury Rd., Newmarket, Cam. 3115. (1548)

Bentley Cars Wanted
S
G
OUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices: H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head office: Hofmann & Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. (18515)

C
M
THE CAR MART, Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212 (0958)

A
BENTLEY
 CAR specialist for over 20 years wishes to purchase pre- or post-war Bentleys in good condition; urgently wanted, 1936-7 4½ Mark VI standard saloons.
J. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead, Tel. 3431-2. (5021)

J. MARSHALL.
WANTED.—Bentley 3½- and 4½-litres, all types of coachwork, any condition, immediate cash settlement.
J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Watford 2369. (10467)

BENTLEY to Rolls-Royce owners with cars for disposal are invited to act in touch with
JACK BARCLAY, Ltd.

OFFICIAL retailers of Rolls-Royce and Bentley.
12-13 St. George St., Hanover Square, W.1. Tel. May. 7444.

ROWLAND SMITH'S the Bentley buyers—Hamstead High St. (Hamstead Tuber), Ham. 6041.
BENTLEYS wanted—Swannore Garage, 1176, Christchurch Rd., Boscombe, Southbourne 1022.

HOOVER & CO. (COACHBUILDERS), Ltd., 54, St. James's St., Piccadilly, London, S.W.1. Recent 5342.
 Will be pleased to purchase pre-war and post-war Bentleys; expert advice and valuation of your present Bentley will be gladly given should you wish to visit our St. James's St. Showrooms. (0904)

WYBRIDGE AUTOMOBILES Ltd., officially appointed and special retailers, urgently require late Bentleys
HATTON MOTORS Ltd., Birmingham, will buy or part exchange your 3½- or 4½-litre Bentley.—Broad St. Midlands 2437. (10397)

WE are open to purchase any type pre-war Bentley cars complete or otherwise; inspection, 69, Westons St., Crystal Palace S.E.19. Tel. 3362.
CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Tel. 20114-5-6. (3986)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bentley Cars Wanted
BENTLEY or Rolls, gentleman wishes to purchase late pre- or post-war, owner-driven car. -Acres Cars, 28, Bonning Road, Reading RG5 1E. (2507)
WANTED.—A 1937 or 38 4½-litre Bentley saloon with a sound and good Bentley history. Full particulars please to S. F. Puggle, Buxley Heath, Hants. (1605)
RIPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Studdertford (2540) (15 lines). (1007)
PADDON BROS., Ltd., 60, Cheval Place, S.W.7, Tel. Kensington 9477-5, want any 3½ Bentley 1934-1935 series; offers made for any car; prices according to condition. (1764)
ARTHUR MULLINER, Ltd., Coachbuilders, Brides A St., Northampton, wish to purchase a number of good Bentley cars. Please send particulars. (1061)
JACK OLDING, Ltd., 8-10, North Audley St., W.1, official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242 (1013)

Bentley Spares and Service
JACK BARCLAY, Ltd.,
LARGEST official retailers and repairers of Bentley cars, servicing or complete overhaul, mechanical or coachwork; large stocks of spares for all types.
WOMERSLEY, Ltd., 10, Morden Rd., Merton, S.W.15, Liberty 7222 (15 lines). (1024)
CHARLES POLLETT, Ltd., officially appointed repairers and retailers.
SHEPHERD, 15, Berkeley St., W.1, May. 6266.

SPARE parts.
SERVICE: Barnside Yard, off Elgin Ave., W.3, Tel. Cunningham 5353 or 5354.
MERCHINTON as JOHNS, specialists for Bentley and Rolls-Royce.—Works Director, Wilkie Wilkinson, 12-13, Marchmont, Edinburgh 11, Tel. Jubilee 2785.
CENTRAL GARAGE, Croydon, specialists of all Bentley and Rolls-Royce servicing, complete overhauls, mechanical or coachwork.—Central Garage, Croydon 7454.
A. FOX & Co., Ltd., officially appointed retailers and repairers, 3-5, Burlington Gardens, London, W.1, Tel. Regent 7087; Service works: 212, New Kings Rd., Fulham, London, S.W.6, Tel. Rotten 5056. (1947)

B.M.W.
CHIPSTEAD MOTORS, Ltd.—See our advert. under "Sports Cars." (1230)

Good Midsize Spares and Service
CENTRAL GARAGE, Croydon, offer: spares and service for the Bond Minnie.—Central Garage, Croydon 7454. (1659)

BRISTOL
UM, Ltd.
UNIVERSITY MOTORS, Ltd., Sole Distributors London, Home and Eastern Counties; also Bexley, Bognor and Bury.
UNIVERSITY MOTORS, Ltd., Stratton House, 90, Piccadilly, N.1, GPO 4141. (1016)
FRAZER NASH CARS offer—

1950 Mayfair Bristol 400 chassis with genuine Parsons 2½-seater convertible bodywork, total mileage 16,000, colour off-white, red leather, 26 in. immaculate and carefully maintained car. (1016)
1949 type 400 saloon, an immaculate and low mileage car, colour grey.
1948 type 400 saloon, fitted Newton shock absorbers, close ratio gear box, Solex carburetors, P770 colour blue, also two other type 400 saloons, colour black.
F.N. Ltd., saloon works, London Rd., Isleworth, Middlesex, GPO 1000. (1507)
K. VILL DAVIES & MARSH, Ltd.
OFFICIAL Bristol retailers

41—Hay's Mews Berkeley Sq., W.1, Gros 2563, 10256

BROOKLANDS for Individuality.
1950 Bristol 402 coupe, maroon, exceptional condition. Buy or sell your car at

103 New Bond St., London, W.1, Mayfair 8551-6. (1246)

£2000 (no offers)—Oct., 48 400, perfect every detail, original owner.—Box 4632 (1072)

1950 Bristol type 400 saloon, maroon, fitted radio quite exceptional throughout, just passed by the makers.
R. S. WIMBUSH, Ltd., 312, Earls Court Rd., London, W.8, 7555

1948 (June) Bristol type 400 saloon, mileage 24,176, maintained by Bristol, to excellent condition throughout; £1,950.
THE STOUR VALLEY MOTOR CO., Ltd., Hailey Rd., Stourbridge, Worcs. Tel. 5131. (1263)

CHARLES CRICKBANK MOTORS, The Centre, Bristol, Tel. 2220.—Distributors in the West of England for all Bentley and Rolls-Royce cars. (1040)

ANTHONY CROOK—1950 type 401 saloon, 1950 drop head coupe, 1949 400 saloon, specialised after sales service and all military Crook Motors, Bristol Distributors, Catherine Hill, Surrey, Tel. 2232-3. (1647)

1950 Bristol 401 saloon, heaters, H.M.V. wire wheels, latest type close ratio gear box, small mileage, immaculate from new, black, beige upholstery; £1,550.—Wilmore Service Station, nr. Tamworth, 401.

1950 Bristol 401 saloon, azure blue, heater, radio, one owner, speedometer mileage 21,000; sent to manufacturers for all necessary work at 15,000 miles; price £2,950.—Apply Greenhill Motor Co., Pinner 601. (1588)

Bristol Cars Wanted
BARTLETT, the Bristol buyers,—27a, Pembroke Villas W.11, Baywater 0253. (1314)

ANTHONY CROOK purchase used Bristol on behalf of cash.—Anthony Crook, leading Bristol dealers, Catherine Hill, Surrey, Tel. 2232-3. (1640)

UM, Ltd.
UNIVERSITY MOTORS, Ltd., Bristol distributors, 7, Hertford St., Mayfair, W.1, Grosvenor 4141.

1938 B.S.A. Scout 2-seater, black, first regd. 19/3/39. 6175.—Herbert Robinson, Ltd., Cambridge, 461. (1721)

1938 B.S.A. tourer, fluid fly, 4-wheeler, pre-war 4000 (after 7 p.m.), £200.—Tel. Tide-way 4023. (1705)

1939 B.S.A. Scout 2-seater, a perfect specimen, 1915. 5305.—Silverthorne Motors, Ltd., Finchley Rd., N.W.11, Midway 2268. (1705)

1936 B.S.A. 10hp streamlined saloon black with grey leather, very good condition, bareness; £255.—Reeves Motors Grand Parade, Fort Lyne, Wembley, Arnold 530. (1707)

B.S.A. Cars Wanted
ROWLAND SMITH, the B.S.A. buyers.—Hamstead High St. (Hamstead Tole), Ham. 6041.

RAYMOND WAT, the hire-purchase specialists are buying B.S.A.s and have unlimited cash available.—Chalfont Rd., Kilburn, N.W.6. (1039)

B.S.A. Spares and Service
BASIL ROY, Ltd.—B.S.A. spares, complete stock, of spares and retail.—161, Gt. Portland St., W.1, Langham 7735. (1044)

SPARE parts for 10hp and 12½ fluid flywheel models. A. A. Jones, 10, Princes Gate Mews, S.W.7, 4190 and 6252-3. (1041)

BUGATTI
CHIPSTEAD MOTORS, Ltd.—See our advert. under "Sports Cars." (1230)

TYPE 4 Bugatti tourer (24hp), recently completely rebuilt, last year, £325.—Kensington 6955, or letters only to Richards, 62, Princes Gate Mews, S.W.7. (1041)

3-litre Bugatti, fitted in 1936 with outstanding 3½-seater by Corvita, disappearing hood and all-weather equipment, late-type pressure lubricated crank engine, three carburetors, nine new, just over 10,000 miles, £375.—Scott-Moncrieff, Kirkton House, Forfar, Scotland, Tel. Forfar 176. (1667)

Bugatti Spares and Service
J LEMON BURTIN Bugatti service, 5, Lonsdale Rd., Kilburn, N.W.6, Maids Vale 1531. (1071)

BUICK
SIMPSON'S MOTORS, Ltd.—See our advert. under "Sports Cars." (1230)

1948 Buick super saloon, fitted with radio and heater.
1948 Buick convertible, electrically operated hood, 26 in. accessories, for full list see under "American Cars." (1041)

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists) Wembley 8691-2. (1314)

1939 Buick Viceroy 51hp saloon, black, brown leather upholstery, immaculate condition; £750. (1267)

A. GREGG AUTO, Ltd., 10 & 11 Ascot Parade, Clapham Park Rd., S.W.2, 2 minutes from Clapham North Underground, Tel. Maconia 2211 and 2212. (1749)

LIQUORINE 1937 8-seater, Master chassis, not ex-hire; £750.—Lawton Goodman, 36, North Audley St., W.1. (1267)

CAMDEN MOTORS.—Buick for post-war and pre-war models see special advert. on inside back cover of this issue. (15 lines). (1500)

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds., Tel. 3041 (15 lines). (1500)

1947 Buick saloon, low mileage r.h.d. radio, etc., £1,300; £1,375.—Sidney Marcus, Ltd., 33, Roane St. & W.1, Tel. Roane 5597-6970. (1500)

BUICK Super 51 saloon, first registered January, 1949, every extra, beautiful condition—Taylor and Crawley, 48, Kensington Court, W.8, Western 6913. (1520)

1936 Buick limousine, black with fawn upholstery, one owner, chauffeur driven, excellent condition; £500.—Tel. Epsom 5688 evenings only. (1561)

1948 Buick 4-door saloon, right-hand steering, radio, loose covers, etc., in excellent condition; £2,595.—Harry Martin, 25, Devonshire Place Mews, W.1. (1764)

1949 Buick Super-51 4-door saloon, l.h.d., radio, heater, nylon hose covers, £2,350.—F.N. Ltd., Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011). (1764)

Buick Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd.
THE American Car Specialists urgently require all Buick Buick Wembley 8691/2. (10664)

CASH immediately for good Buick.—H. F. Edwards, 154, Gt. Titchfield St., W.1, Langham 6012. (1073)

BRITISH & COLONIAL MOTORS, Ltd., require Buick cars.—Upper St., Martin's Lane, W.C.2, Tem. 3508. (1535)

ROY GALWAY, Ltd., 21, Farm St., Berkeley Sq. (Grosvenor 4747), urgently desire to purchase modern American cars. (1646)

BUICK wanted, 20hp coupe with power driven hood, 48, 49, or 50.—Write Johnson, Atterville, Paignton, Devon, giving mileage, price, and where viewed. (1301)

SOLE concessionaries, Lendrum & Hartman, Ltd., Buick Works, O'Oak Lane, Willesden, W.10, Tel. Elgar 7911. (1041)

CADILLAC
CADILLAC saloon, 1931, fitted S.L.K. Gardner diesel engine, 3 Bar, 192-194, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 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MARBLE ARCH MOTOR SUPPLIES, Ltd., High St.
Watford, Herts. Tel Watford 4491 [209]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1949 Ford Anglia, black, maroon leather, 8,600 miles, as new. £275—Hendon Central Garage, 44, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4.

BRUTONS offer: Ford 8 1950 saloon, 2-door, metallic grey, new engine, etc., wireless, showroom condition; £365—14, Otten Moss, Emperors Gate, 8, W. Western 1242.

TANKARD & SMITH, offer: 1947 Ford Anglia, 1 saloon, one owner since new, second engine and fitted with loose covers; £545—226-232, High Rd., N.15, Stamford Hill 5291.

£350—1950-9 (Oct. 1950) Ford 8 saloon, excellent condition; choice of two—G. P. (Balmah), Ltd., 26, Balham Hill, S.W.12 (100 yards Clapham South Tube), Bait, 1107-8-9.

1947 (July) Ford Anglia, black loose covers, chromium hub caps, 2 spotlights and other extras, taxed, in faultless condition; £352—Grove Motors, North Rd., Southall 3477.

1946 Ford Anglia saloon, black, reconditioned engine, new tyres, excellent condition, regular maintenance, one owner; £525—44, Colindale Rd., Hendon, Oxford, Tel. Oxford 61415.

£495—Ford 8hp Anglia saloon, 1947, attractive appearance and in exceptionally good mechanical order, excellent tyres, strongly recommended, and a very genuine bargain at the price.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds., Tel. 2041 (15 lines). Write for free catalogue. Hire purchase, best exchange, free delivery, showroom open till 8 p.m. Monday to Saturday.

£295—Ford 8 saloon, 1950-9, fitted 10hp engine, excellent condition throughout, taxed, open A.C. or R.A.C. examination—K. & N. Motors, 34, 100, Lark Rd., W.9. Tel. Cunningham 9636 or Richmond 5259.

1946 (Nov.) Ford Anglia saloon, reconditioned engine, new tyres, new loose covers, exceptionally smart car in superb mechanical order; £395—Gray's Cars (London), Ltd., 277, Green Lane, N.15, Palmers Green 2365.

1949 Ford 8hp Anglia saloon, black, maroon upholstery, well maintained and in really good condition throughout for year and guaranteed (choice of two); £600—K.L.M. Motors, Ltd., 101, Brighton Rd., Croydon, Surrey, Tel. Uplands 4641.

I REQUIRE Ford 8 or 9 urgently—30, Ryecroft Rd., S.W.16, Tel. 1288 (day).

CASH buyers of low mileage Ford 8; distance no object—Hartons, Lord St., Southampton, Tel. 2266.

ROWLAND SMITH'S, the Ford 8 buyers—Hamstead High St. (Hamstead Tube), Hamstead 6041.

A LACOSTE new Ford 8 required; cash payment—4488, Molesey, 54, Streatham Hill, S.W.2, Tel. Hill 10645.

RAYMOND WAY the hire-purchase specialists, are still buying Ford 8s and have unlimited cash available—Canterbury Rd., Kilburn, N.W.6, Maids Vale 6044 (10 lines).

FORD (11 c.h.p.)

W HAROLD PERRY, Ltd., Inveria Works, 279, Balhards Lane, North Finchley N.12, Tel. Hillside 4444.

1950 Ford, green, leather upholstery, many extra, low mileage, car as new.

1950 Ford, green, cloth upholstery, spotless condition, leather upholstery, very low mileage, really good buy.

1949 W HAROLD PERRY, Ltd., Inveria Works, 279, Balhards Lane, North Finchley N.12, Tel. Hillside 4444.

DICKS, Ford Prefect saloon, choice of two; from £750—Belton, 10, Watford Way, Hendon 1423-4.

1948 Ford 10 saloon, definitely unmarked; £750—Belton, 10, Watford Way, Hendon 1423-4.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maids Vale 6088-9.

CAR MART, Ltd., 150, Park Lane, N.1, Grosvenor 3434.

1950 Ford Prefect saloon, 2,000 miles; £665—Car Mart, Ltd., 520, Euston Rd., N.W.1, Euston 1212.

PERRY'S OF HARROW have an excellent selection of post-war 10hp saloons available.

PHONE HARROW 1031 for details.

W HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex.

NORMAN AUTOS offer:—

1950 model Ford Prefect saloon leather upholstery, practically as new; £795—546-554, London Rd., West Croydon, Thornton Heath 4657.

RHINDS (MOTORS) offer:—

1947 Ford 10 Prefect, 4-door body, black, one owner, immaculate; £565.

1939 Ford 10 Prefect, black 4-door saloon, hide upholstery, in very sound order, excellent appearance; £500.

RHINDS (MOTORS), Ltd., 120, Finney Lane, Hendon, Green, Chiswick, Tel. Gales 3514.

CHARLES RICKARDS, Ltd., offer:—

1949 (Aug.) Ford Prefect, black with red leather, one owner, fitted with loose covers and mats, 14,000 miles, very carefully maintained; offered as the very competitive price.

1948 Ford Prefect saloon finished black, mileage 28,000, in exceptional condition throughout; £755.

ASO a good selection of genuine low mileage cars, offered with fitted seat covers and mats, 14,000 miles.

56 Baywater, W.2 (next door Lancaster Gate) Tel. 8200.

1949 (Aug.) Ford Prefect, colour black, red leather, as new; £445.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9, Col. 8052.

FORD (10 h.p.)

ALLAN TAYLOR MOTORS, Ltd., offer:—

MARCH, 1949, Ford Prefect, low mileage; £255.

JULY, 1949, Ford Prefect, excellent condition; £475.

FEBRUARY, 1950, Ford Prefect, immaculate; £595.

HIGH ST., Wandsworth, S.W.18, Tel. Vandyke 4433 (5 lines).

W. J. BROWN, Ltd., used Ford specialists.

1950 (Oct.) Ford Prefect saloon, green, leather upholstery; £595.

1948 (Sept.) Ford Prefect saloon, black, red leather upholstery; £595.

1946 Ford Prefect saloon, black, brown leather upholstery; £595.

W. J. BROWN, Ltd., Ford main dealers.

339 Finchley Rd., N.W.3, Hamstead 4414.

ADJACENT Finchley Road stations.

1949 Prefect saloon, spotless; £545—Mitchell, 1, Balham High Rd., S.W.12, Balham 2334.

£310—Ford 10 tourer, 1939 model, excellent condition, many extras—Silverburn 2549.

1939 Ford Prefect 4-door saloon, leather upholstery, reconditioned engine, beautiful appearance; £567.

MADDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5373.

1947 Ford Prefect, in leather, outstanding condition; £625; 3 months' guarantee; terms and conditions.

JACOB WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hove, Mountview 5229 and 5774.

1950 (Nov. 1949) Prefect, black, carefully used, serviced; £795—Campbell Symonds, Wembley 6262.

1950 Ford 10 de luxe saloon, black, red leather, one owner, 13,000 miles, in excellent condition throughout; £595.

BROADWAY MOTORS, 16-18, Broadway, Bevington Heath, South Epsom 5351.

1946 Ford Prefect saloon, 10hp, 55,000 miles, one owner, new tyres, perfect condition; £650; no object—Fulham 1941.

1948 Ford Prefect saloon, 38,000 miles, reconditioned engine recently fitted, 3 months' guarantee; £625.

1946 recently fitted, really nice condition, 3 months' guarantee; £625.

C & W MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3, Finchley 6267-7.

1948 (July) Ford Prefect, black with grey interior, fitted with extras, engine just reconditioned; a most excellent car; £775.

R 5015, Tel. 4581.

1949 Ford Prefect, taxed, £770—Smith & Hunter, Ltd., 278, Kensington High St., London, W.8, W.14, Tel. Western 2312.

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, Langham 1594-5—1948-9 post-war Prefect saloon, low mileage, all guaranteed.

1950 Ford Prefect saloon, radio, 4,000 miles—British & Colonial Motors, Ltd., Upper St., Martin's Lane, W.C.2, Tel. 368.

1950 Ford Prefect saloon, black, leather interior, speed 10,000; £675; also 1949 Ford Prefect saloon, green, cloth interior, 15,000; £675.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Priory Road, W.2, Tel. 5253.

1948 model Ford Prefect (registered January, 1949) black saloon, brown leather, owner driven; highest offer over £700—Stewart, Coalisland, N. Ireland 7016.

1948 Ford Prefect saloon, 20,000 miles, beige brown leather, one owner, excellent run; £740—Tuford, Ltd., 8, Upper St., Martin's Lane, W.C.2, Temple Bar 5356.

1948 Ford Prefect saloon, black, small mileage, immaculate condition throughout; £695—Williams Motors, Ltd., 356 New Cross Rd., London, S.E.14, Lavender 3773.

1946 Ford 10 saloon, one owner, second engine recently fitted; £605; terms, exchanges, etc.—Waters 3280-3769.

£300 or by instalments (£113 deposit)—1939 Ford 10 saloon, 3 months' written guarantee—Stuart Wilson 555, Finchley Rd., London, N.W.3, Hamstead 5712 and 5532.

1950 Ford Prefect, green, 13,000 miles, fitted with new and loose covers, beige upholstery, unmarked; £675—Russell, Beaumonts Farm, Waltham Road, Reading.

1949 Ford 10, absolutely unmarked inside and out, very low mileage, one owner, black; £675—Jack Rose, Ltd., Stafford Rd., Wallingford, Surrey, Wallingford 6677-8.

1950 model Ford Prefect, black leather, one owner, immaculate; £650—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4, Tel. Hendon 1423-4.

1947 Ford 10 saloon, leather upholstery, in exceptional condition throughout; £650—standing bargain £650—Wembley Court Motors High Rd., Wembley, Arnold 922-3.

1949 Ford Prefect, in black with fawn cloth trim, fitted loose covers to front seats, mileage 18,000 in good condition; £615; another 1950 model unmarked; £650, exchanges or terms.

MARRIE ARCH MOTOR SUPPLIES, Ltd., High St., Watford, Herts., Tel. Watford 4491.

WALTER SCOTT, Ltd.—1950 Ford Prefect, black low mileage, spare engine, brand new condition; £650; exchanges, terms—39, College Crescent, Hamstead N.W.3, (Finchley Road Tube) Pri. 5914.

TANKARD & SMITH, Ltd., offer 1949 (October) Ford Prefect saloon de luxe, green with brown leather upholstery, low mileage; £660; 3 months' written guarantee—97, Peckham Rd., S.E.15, Tel. Rodney 2051.

FORD (10 h.p.)

1949 Ford Prefect 4-door saloon, small mileage, as immaculate car, taxed and out of year, also immaculate 4-door saloon, leather; £520, Church St., Kensington, W.8, Tel. Western 5720.

1949 Ford Prefect, black, red leather, 17,000 miles, condition throughout, will accept for quick sale, £785; Lee Green 4555, 1, Belmont Hall Court, Belmont Hill, S.E.15.

EXCEPTIONAL 1950/51 Ford Prefect saloon, black, 12 dark brown leather, one owner, loose covers, etc., really beautiful car, any exam.; £655—Beynon & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4, Hendon 2146.

365 gns.—Ford Prefect (April, 1940) 10hp four-door 0350 drop head coupe, maroon, leather upholstery, good condition; terms, exchanges; list open 8-7 weekdays and Saturdays—Rowland Smith, Hamstead, (Hamstead Tube); Hamstead 091.

£395—1959 Ford 10 Prefect drop head four-door coupe, royal blue, grey hide interior, beautiful condition throughout, excellent runner, taxed year; also immaculate 4-door saloon, leather; £445—Bray Motors, 180-184, West End Lane, N.W.6, Hamstead 6430.

Ford Cars Wanted

I NEED post-war Ford 10 immediately.—Fortune, 33, Cambridge Rd., Wandsworth, E.11.

ROWLAND SMITH'S, the Ford 10 buyers—Hamstead High St. (Hamstead Tube), Hamstead 6041.

MARSTON MOTOR CO., Ltd., for your Ford 10, Tel. Gsa. 8000, Seven Sisters Rd., Tottenham, N.15.

CASH buyers of low mileage Ford 10s; distance no object.—Hartons, Lord St., Southampton, Tel. 2266.

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6, Maids Vale 6044 (10 lines).

FORD (V.8)

W HAROLD PERRY, Ltd., Inveria Works, 279, Balhards Lane, North Finchley N.12, Tel. Hillside 4444.

1950 (September) Ford Pilot, colour blue, with beige leather upholstery, 9,000 miles; £1,360.

1950 (May) Ford 2-door colour green with beige leather upholstery, heater and radio; £1,295.

1949 (May) Ford 2-door colour green with beige leather upholstery, heater, radio, loose covers; £1,165.

1948 (November) Ford Pilot, colour green, with beige leather upholstery, heater and radio; £1,065.

DEMONSTRATIONS any time, anywhere.

W HAROLD PERRY, Ltd., Inveria Works, 279, Balhards Lane, North Finchley, N.12, Tel. Hillside 4444.

CAR MART, Ltd., 150, Park Lane, N.1, Grosvenor 3434.

1950 Ford Pilot saloon, radio, heater, 14,000 miles; £1,250—Car Mart, Ltd., 150, Park Lane, N.1, Grosvenor 3434.

NEWNHAMS, Ltd., 150, Park Lane, N.1, Grosvenor 3434.

1949 Ford V.8 Pilot saloon, black with brown, radio, low mileage.

NEWNHAMS House, 235-7, Hammersmith Rd., London, W.6, Riverside 4648.

RUSSELL MOTORS offer:

1948 (October) Ford Pilot, blue and beige leather, one owner, fitted heater and radio.

The above car subject to any further information.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1, Tel. Sloane 9268.

WARWICK WRIGHT, Ltd., offer:—

1951 (B.M.T.A. consent) Ford Zephyr 6 saloon, azure blue, beige leather, radio and heater, 8,000 miles.

WARWICK WRIGHT, Ltd., 150 New Bond St., W.1, Mayfair 9701.

WARWICK WRIGHT, Ltd., offer:—

1950 Ford Pilot V.8 saloon, green, brown leather, radio and heater, 5,000 miles.

WARWICK WRIGHT, Ltd., 150 New Bond St., W.1, Mayfair 9701.

1949 Ford Pilot, leather, negligible mileage.

GUY ALFRED & Co., Ltd., 6-7, Warren St., W.1, Euston 3568.

COOMBS & BONS (GUILDFORD), Ltd., offer:—

1949 Ford Pilot, black and brown leather, 14,000 miles, radio; £1,075.

COOMBS & BONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 6207-8.

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1939 Ford model 91A V.8 30hp 7-str. wooden estate car, one owner reconditioned engine, Park Lane, W.1, Grosvenor 3434 and 374, Ealing 156.

56 Park Lane, W.1, Grosvenor 3434 and 374, Ealing 156.

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1950 Ford Pilot saloon, 6 weeks out of covenant, blue, radio, heater; £1,175.

MARLBOROUGH Works, Kenia, Tel. Wordsworth 5656 and 5658.

GORDON CARS (LONDON), Ltd.—1950 Ford Pilot 10 saloon, green.

GORDON CARS (LONDON), Ltd.—1950 Ford Pilot 10 saloon, green.

GORDON HOUSE, 373, Euston Rd., London, N.W.1, Euston 6611.

1938 Ford V.8 61-A saloon, black with brown leather upholstery, 12,000 miles; £1,375.

C & W MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3, Finchley 6267-7.

9000 miles—1959 (March) Ford Pilot—Ernest Sutton, Tel. Route 4 (trade only).

1949 Ford Pilot saloon, radio and heater—Autowork, Ltd., Winchester, Tel. Winchester 4353.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CAMDEN MOTORS.—Ford V.8, for post-war and pre-war models see special advert. on inside back cover and facing page in this issue.

CAMDEN MOTORS. Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). (3950)

£300.—Ford V.8 1937 50hp saloon, green poly-finish, 6,500 miles since new engine, Kofor-fine, (Durban area).—Bus 5070. (1917)

BUTONS offer: 1937 Ford V.8 saloon, black, excellent condition, latest: £195.—14, Oaten Avenue, Empress Gate, S.W.7, Western 1248. (3608)

COLDERS GREEN: H. A. Saunders, Ltd.—1949 Ford V.8 Pilot saloon, black/beige, hide, radio, heater, £1,145.—144, Colders Green Rd., Sp. 6011. (3141)

1950 Ford Pilot saloon, radio and heater, 9,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2, Tem. 3558. (3517)

MAYFAIR COUNTRY CARS.—1935 Ford V.8 saloon, 75A model, exceptional condition, radio, £350.—7, George Yard, Grosvenor Square, W.1. Mayfair 0151. (1754)

PILOT saloon, 1950, genuine mileage 19,000, this car has been kept in perfect condition having been the private car of a Ford agent; £1,195. Shepperton Garage, Saloon 2552. (2280)

1938 81A model black saloon, brown leather, in very good mechanical condition, interior and exterior exceptionally clean, chauffeur maintained for private hire; £350. (3950)

LUTON MOTOR CO., Ltd., Main Ford Dealers, Dunstable Rd., Luton 3715. (3230)

1949 Ford Pilot saloon, black leather upholstery, fitted radio as new throughout, perfect condition, £1,050.—Bentley Court Motors, High Wycombe, Arnold 5221-2. (2480)

1950 (October) Ford Pilot saloon, channel-green, beige leather upholstery, heater, radio, recorded mileage 8,200, many extras, including loose covers; a truly unmarred and new motor car.

DENHAM SERVICE (LONDON), Ltd., Denham, Bucks. Tel. Denham 4286. (3639)

365 gms.—Ford V.8 (August, 1936) 30hp 81A 4-door saloon, blue, lawn cloth, radio, carefully used, excellent condition; terms, exchange; list: open 9.7 week-days and Saturdays.—Harold Smith, Hampstead (Hampstead Tube). Hampstead 6041. (3530)

FORD Pilot saloon, July, 1948, dark blue, leather upholstery, 23,000 miles driven carefully, excellent condition, chromium side, radio, heater, window shields added, £1,000.—Tel. Wilkinson (business) Bradford 27882. (home) Halifax 4554. (3877)

1939 Ford V.8 191A drop head coupe with dickey, excellent condition, black, many extras, radio, heater, 1000 miles, etc. or exchange small saloon, cash adjustment.—Tel. Ambassador 1746, 15, Brook Mews North, Baywater, W.2. (3109)

1950 (Aug.) Ford Pilot saloon, mileage guaranteed under 18,000, one owner, finished attractive pale green with brown leather upholstery, built-in radio, heater, spare unused, two wing mirrors, taxed December; the whole car in immaculate condition; trade enquiries welcomed. (3950)

PROCUISERS (LONDON), Ltd., Great North Rd. E. Finchley Station, N.2, Tudor 2301-2. (1754)

1950 Ford Customs American 52hp saloon, in really immaculate condition, comparable with new, finished in black with standard American interior, fitted radio, heater and many expensive extras, one owner, total mileage under 27,000, £1,325 or would consider exchange for smaller car with cash adjustment.—Tel. Cook, Hamford 4110 or call The Oaks, Eastern Ave., Romford. (3863)

1947 Ford V.8 super de luxe saloon, black with natural brown leather interior, 30,000 miles, genuine since new, one careful owner, dual sports, parking lights, etc. £10 tax, a really impressive post-war American car, two wing mirrors, taxed December; purchase; exchanges welcomed.—Reg. Timms, 17-19, High St., Tooting, Beds. Tel. 571. (3669)

ROWLAND SMITH'S, the Ford V.8 buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (3950)

EMCOET new Ford V.8 required: cash payment.—A. Morley, 54, Streatham Hill, S.W.2, Tube Hill 4488. (3648)

SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all model Ford V.8s from 1937 onwards.—Wembley 8691-2. (3669)

JOHN S. TRUSCOTT, Ltd., urgently require low mileage, really excellent Ford, 1937-1950, Westbury Grove, W.11, Bay. 4274. (3617)

UTILITY-FORD OR OTHER BODIES
J. MARSHALL.

1946 (registered) Canadian Ford Mercury shooting brake, body requires attention. Ideal for sports conversion; £195. (3950)

J. MARSHALL, 89 St. Albans Rd., Watford, Tel. Watford 2369. (3798)

1947 Ford Utility 10hp, in excellent condition throughout, taxed year, £495.—Northways Garage, 80/82, Colindale Ave., N.4, Primrose 1127. (2875)

8hp Ford Utility, 1937, engine under 4,000 miles, overhauled, unused nearly two years; £160.—Commander Knicht, Quaker Rd., Watlington 5222, Gants. (2958)

£600.—Ford Mercury de luxe shooting brake, in magnificent condition, £10 tax.—Dr. Howard, 655, Eton Lakes N.6, Tel. Bores Park 2579. (3950)

FORD V.8 (EX-W.D.) heavy 4-door utility, sun roof, 1000 miles, to be a genuine 5,000 miles, unregistered (£10 tax), £350.—J. Marley, Ltd., 225-7, Hammermill Rd., W.6, Riverside 6077-8. (1932)

925 gms.—Ford V.8 (July, 1938) 30hp 81A 4-door de luxe 6-seater body, class all round, drop tail-board, good condition, exchange; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (3531)

Ford Utility, Car Wanted
FORD 9, 10, and 30hp utilities wanted from 1936 onwards. (3950)

GEORGE NEWMAN & Co., 369 Euston Rd., London, G.N.W.1, Euston 4456. (3040)

FORD Pilot shooting brake wanted.—Adler, 30 Baker St., London W.1, Bedford 5578 or 5025. (1808)

ROWLAND SMITH'S, the Ford utility buyers.—Hampstead High St. (Hampstead Tube), Hampstead 6041. (3950)

H. A. SAUNDERS, Ltd., offer:—

1950 (October) Ford 8 Anglia saloon, beige with 3,000 miles; £760. (3950)

1950 Ford Prefect saloon, beige with brown and beige leather upholstery, 38 miles only; £685. (3950)

836 642, High Rd., N.12, Hillside 0024. (3161)

1947 Ford Prefect saloon; terms exchange; £625. (3950)

1946 (December) Ford 8 saloon excellent mechanical condition, one owner since new; terms, exchange. (3950)

1950 Ford 10hp 5-seater Utility, sliding roof, dual petrol tanks, oversize tyres, 15,000 miles, one owner; terms exchange; £775. (3950)

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1, Euston 4456. (3040)

TANKARD & SMITH, Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars all subject to three months' written guarantee.—198, King's Rd., S.W.3, Tel. Farn 4601-3. (1076)

Ford Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (3950)

HAROLD PERRY, Ltd., main Ford dealers.—Inverla Water, 279, Balards Lane, North Finchley, N.12, Tel. Hillside 4414. (3950)

FORDS wanted.—Smith's 55, Chalk Farm Rd., N.W.1, Oak 2767. (1063)

YARD immediately for good Ford.—H. F. Edwards, C. 154, Gt. Titchfield St., W.1, Langham 1012. (3705)

BRITISH & COLONIAL MOTORS, Ltd., require good Tem. 3588. (3950)

FREE valuation of your Ford within 50 miles of London or at Tankard & Smith, Ltd., 194-196, King's Rd., S.W.3, Tel. Farn 4601-3. (1076)

NORMAND, Ltd., Ford Dealers and Service

FIRST-CLASS mechanics and highly efficient supervision produce the best Ford.—H. F. Edwards, C. 154, Gt. Titchfield St., W.1, Langham 1012. (3705)

F. H. PEACOCK, Ltd., Comprehensive stock of spares for all Ford and Fordsons; Daughman reconditioned engines, 8, 10, and 12hp always available from stock.—221, Balham High Rd., S.W.17, Tel. Balham 4601. Also at 4601. (3950)

ALAN TAYLOR (MOTORS), Ltd., High St., Wandsworth, S.W.18. (3950)

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

VANDYKE 4453 (5 lines). (3014)

1938 Frazer Nash-B.M.W. type 328 6-door 5-seater saloon in superb condition, a reliable and lively car with excellent performance and several special features, recently repainted in dark blue and silver grey, blue upholstery, price £625 fully justified.—Liberty 6505 or Epson 9212. (3586)

Frazer Nash-B.M.W. Car Wanted
ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (3950)

BARTLEY.—We are very interested buyers of all Frazer Nash-B.M.W. models.—77a, Penbridge Villas, W.11, Baywater 0523. (3215)

BROOKLANDS for individuals.

HEALEY distributors for London and Home Counties.

DEMONSTRATION, early delivery of latest models.

1951 Healey Tickford saloon, grey, speedometer reading 4,000. (3950)

1950 Healey Silverstone sports 2-str., choice of two. (3950)

103 New Bond St., London, W.1. Mayfair 8551-6. (3244)

BARTLEY.—Healey Duncan drop head coupe, excellent condition; £1,350.—27a, Penbridge Villas, W.11. (3412)

1948 Healey Duncan saloon, colour green with light green leather upholstery, one owner fitted with H.M.V. radio and heater, speedometer reading 14,000, immaculate condition, £1,250.—T. W. Woot, Mill Street Garage, Doncaster 4530. (1955)

HEALEY saloon, drop head or tourer, urgently required.—Bartley, 27a, Penbridge Villas, W.11, Baywater 0523. (3412)

HILLMAN 10

1948 Hillman Minx drop head four-seater coupe, attractive car, superb condition; £925. (3244)

1946 (October) Hillman 10 four-seater drop head coupe, fitted with new hood etc.; £675. (3950)

1947 Hillman Minx saloon, choice of four, from £700. (3950)

DICKS CAR SALES, Ltd., 585-591, High Rd., Kilburn, Maida Vale 6888-9. (1746)

CAR MART, Ltd., 1950 Hillman Minx Phase IV drop head coupe, 8,000 miles, £1,135. (3950)

1950 Hillman Minx Phase IV saloon, 3,000 miles; £1,095. (3950)

1948 Hillman Minx Phase II drop head coupe, 13,000 miles; £665.—Car Mart, Ltd., 530 Euston Rd., N.W.1, Euston 1212. (1950)

H. A. SAUNDERS, Ltd., offer:—

1950 Hillman Minx convertible coupe, black with red leather upholstery, 15,000 miles, £1,145. (3950)

836—642, High Rd., N.12, Hillside 0024. (3169)

CLANFIELD LAWRENCE offer:—

1950 (mid-Aug.) Hillman Minx Phase IV, 12,000 miles, black with brown leather unmarked and beautiful specimen; £1,100.—407, High Rd., N.12, Finchley 0521. (2613)

CHARLES RICKARDS, Ltd., offer:—

1949 Hillman Minx Mark IV 1950 series, finished green with brown leather, 6,900 miles, very carefully maintained; £1,045. (3950)

£450 a good selection of genuine low mileage cars, offered with our 3 months' guarantee. (3950)

56 Tube Rtn., 5 mins from Marble Arch, Park 1620. (3957)

WARWICK WRIGHT, Ltd., offer:—

1950 Hillman Minx Mark IV saloon, black, red leather, 7,000 miles, one owner, £695. (3950)

1950 Hillman Minx Mark IV saloon, drop grey, red leather, 7,200 miles. (3950)

WARWICK WRIGHT, 150, New Bond St., W.1, Mayfair 9761. (4772)

McKINNON MOTORS, Ltd., offer:—

1950 1948 Hillman Minx saloon, choice of four, red or black, with and without radio and heaters, etc. six months' guarantee; trade enquiries welcome. (3950)

McKINNON MOTORS, Ltd., "Langham House," 8, Shaftesbury Rd., Wallington, Surrey (mid-way main road between Croydon and Wallington, close to Wallington Station). Established 1905. Tel. Wallington 5404. (3006)

WANSTEAD MOTORS, Ltd., offer:—

1947 Hillman Minx, reconditioned engine, very good condition. (3950)

WANSTEAD MOTORS, Ltd., Cambridge Park, F. 11, Watford 1000. (3223)

PALMER'S MOTORS, Ltd., offer:—

1946 (September) Hillman Minx Mark IV, excellent condition, 8,000 miles, exchange and terms. 32 York St., Twickenham, Postcodes 1890. (2612)

H. A. SAUNDERS, Ltd., Radiat. Herts. (3950)

1950 Hillman Minx, mileage 20,000. (3950)

1949 Hillman Minx, mileage 10,000.—Tel. Radiat 6167 and 5649. (2520)

C.M.I. CAR SALIS (Pvt. 6623), offer:—

1949 Hillman Minx, beige, red leather, immaculate.—Swiss Cottage, Finchley Rd., N.W.3. (3139)

PROXIM MOTOR CO. (SURREY), Ltd., offer:—

1950 (August) Hillman Minx Mark IV saloon, drive away, red leather upholstery, 7,000 miles, only a specimen car in every respect; £1,125. (3950)

PROXIM MOTOR CO. (SURREY), Ltd., Proxima House, High St., Sutton, Surrey, Vicland 1173. (3950)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

WADDINGTON MOTORS, Ltd., offer:—

1940 Hillman Minx saloon, taxed; bargain, £450.—Furtone Green Rd., N.W.6, Ham. 2211. (1680)

1946 Hillman 10 saloon, superb order; £670.—Below.

1939 Hillman 10 d/h coupe; £425.—Smith & Hunter, Ltd., 776, Kensington High St., London, W.14. Tel. Western 2312. (15005)

E EXCEPTIONALLY smart 1950 Hillman Minx black, red interior, sound engine, good tyres; £385. E.J. BIRKETT MOTORS, Ltd., 636, Mile End Rd., E.3. Advance 1517. (19200)

1950 Hillman Minx, as new, 10,000 miles; £1,025.—Harvort Motors, Leamington Spa 194. 19352

HILLMAN 10, 1946, 17ins. overhauled, rechromed, respayed; £610.—105, Longley Rd., S.W.17. Bal. 7510. (29604)

1949 Hillman Minx saloon, black, fawn upholstery, low mileage, one owner, exceptional condition. (1960)

RIPPO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2950-5-4. (3641)

1947 Hillman Minx saloon, grey with blue interior, mileage 25,000, very good throughout; £600; terms. (1960)

CLIFTON GREEN GARAGE, 122, Clifton, York. Tel. 55230. (19726)

1948 Hillman Phase II saloon, pastel green, mileage 14,000, in excellent condition throughout. (1960)

BROADWAY MOTORS, 16-18, Broadway, Bexley, Kent. Tel. Bexley 3591. (2638)

1947 Hillman 10 saloon, 26,000 miles only.—Automobiles, 10, Winchester, Tel. Winchester 4084-3-98. (1979)

1936 Hillman 10 sal. good order, must sell; £225.—A.Z. Motors, Palmerston Rd., N.W.6. Mid. 4725. (1960)

1939 Hillman Minx drop head coupe, grey/red leather, in excellent condition.—Tel. Northwood 1009. (1860)

1946 Hillman 10 saloon, good order, black with brown leather; price £395, a bargain; terms available. (1960)

CLIFTON GREEN GARAGE, 122, Clifton, York. Tel. 55230. (19726)

£465—Hillman 10 1940-4 dr. sal., leather interior, slide roof, excellent condition throughout; many offers. (1960)

BENNETT MOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-5. (50 days, Holland Park Tube). (1960)

325—1938 Hillman 10 de luxe saloon, superb condition, 15,000 miles, 15,000 miles, 15,000 miles. (1960)

1947 Minx coupe black brown leather, fitted A.C. duct, 4715.—L. F. Dove, Ltd., Guildford Rd., Woking 1282. (1113)

1948 Phase II drop head coupe, 16,500 miles, excellent condition, heater; private sale best offer.—Box 4995. (3557)

1950 Series Hillman Phase IV saloon, 8,000 miles, excellent condition; £220 or near.—Wallace Avenue Garage, Worthing. (3095)

HILLMAN MINX, 31,000 miles only, one owner, excellent condition; £220 or near.—Wallace Avenue Garage, Worthing. (3095)

1947 Hillman Minx saloon, black; 4675.—Jarvis & Sons, Ltd., Morris House, Morden. (3612)

1950 Hillman Minx saloon, as new; offers over £1,000.—Stephen & Sons, Ashfield Garage, Hounslow, Middlesex. (3371)

ROY'S AUTOMOBILES, Ltd., offer 1946 Hillman Minx saloon, one owner, low mileage; £975.—127, W. N.W.1, Euston 2700. (3769)

1939 Hillman Minx saloon, £560; also 1936 Minx saloon, £265, payments.—Oldfield, 386, Regent High St., W.14. West. 6631. (3786)

1947 Hillman Minx, low mileage; £745.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. (4686)

1938 Hillman Minx saloon, excellent condition throughout; £265.—Reeves Motors, Grand Parade, Forty Lane, Wembley, Arnold 5004. (2713)

1948 Hillman Phase II saloon, in very good condition; £750.—Crown Garage, Albany St., (adj. Barnacks) N.W.1. Tel. Euston 5507 and 1520. (12119)

F. DOVE, offer 1940 Hillman Minx saloon, black with brown 50,000 miles, low mileage; £475.—61 Broadway, Wimbledon, S.W.19. Liberty 5456. (7937)

1947 model Hillman Minx saloon, in excellent condition, black/brown leather, fitted with cloth upholstery; £625.—Haskins, Ladbrooke 1195. (7955)

1939 Hillman Minx drop head coupe; £425 or 30 monthly instalments of £17/2/10.—The Co-operative Engineering Co., Ltd., Beahill, Tel. Cooden 603. (3087)

1949 Phase III Hillman Minx saloon, immaculate condition; £825.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 541-2. (1919)

O'FORD has available an attractive 1947 Minx coupe, low mileage, several extras, in very nice condition; £445.—154, Chancery Rd., S.W.7. Fremantle 0051. (1993)

1948 Hillman Minx saloon Phase II, 19,000 miles, unmarked; £865.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 541-2. (7979)

£399—1940 Hillman Minx drop head saloon, clean & in good condition, identical to post-war model, Ray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (1931)

1949-50 Hillman Minx Phase IV, beige, with red leather, registered mileage 12,000, very fine order; £985; terms, exchanges.—A. E. Palmer Motors, Ltd., Luton 4212. (7722)

£825—Absolute gift, 1948 Hillman Minx saloon de luxe, guaranteed small mileage, only 15,000. Don't miss this. 3 months guarantee, hire purchase, exchanges. (1960)

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Pin. 6221. (2905)

HILLMAN 10

LATE 1954 Hillman Minx, very nice condition, mechanically perfect, overhauled throughout, 2500 clean wheels, 5 new tyres, tubes; £135.—138, Abbots Rd., Southall, Middlesex. (19605)

1948 Hillman Minx (Phase II) saloon, grey, one owner, 20,000 miles; £795.—Vanderwey (Buyers of Good Used Cars), 212, Haverstock Hill, N.W.3. Primrose 4441. (19608)

1938 Hillman Minx drop head coupe, new hood, excellent condition, taxed year; £345; terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge, Middx. Tel. Dairidge 122. (17790)

£795—1948 Hillman Minx Phase II drop head coupe, fitted with radio, small mileage, in new condition, terms, exchanges.—G. S. Hall, Ltd., 300, King St., W.6. Riverside 2881. (12347)

1949 Hillman Minx saloon, Phase III, one owner, must sell, in very good condition, leather upholstery; £350; also 1947 Hillman Minx saloon, grey, covers, very nice car; £725. (1960)

THORNTON OF CRICKLEWOOD, Ltd., 300-230, Cricklewood Broadway, N.W.2. Old. 2234. (19427)

1948 Hillman Minx coupe, as new, finished in black with brown fake upholstery; open to any inspection.—Thorburn and Brownlee, Glasgow, Scotland, Tel. Glasgow 2363. (1956)

TANKARD & SMITH, Ltd., offer 1937 Hillman Minx saloon, de luxe, one owner from new, an exceptional motor car; £365, terms and exchanges.—97, Peckham Rd., S.E.11. Tel. Rodney 2051. (1960)

1950 (November) Hillman Minx drop head coupe, 10,000 miles, green with red leather, as brand new; £1,250.—H. G. Service Garage, 144, London Rd., Kingston-on-Thames, Kingston 1185. (18575)

1947 Hillman Minx drop head coupe, £10 tax, excellent appearance and performance; £345; terms, exchanges.—Midland Motor Co., Traffic St., Derby. Tel. Derby Beckettwell 40124. (19608)

HILLMAN MINX Phase IV 1950, registered last '49, H mileage 14,000, seat covers, perfect condition, best offer over £1,000; no dealers.—Write Box No. K772, 6-8 Streets, 110, Old Broad St., E.C.4. (1960)

1946 Hillman Minx drop head coupe, maroon, excellent condition throughout, any exam.; £550.—Symonds & Clements, Ltd., Watford 1708. (1708)

1950 P. IV Minx, finished black, 18,000 miles; another green, 11,100 miles; trade and retail exchange enquiries invited.—G. P. Morley, Ltd., 4-6, Streatham Hill, S.W.2. Tulse Hill 4488. (1950)

1947 Hillman Minx 1080, genuine estate car, low mileage, exceptional condition; £735, or exchange.—348, King St., Hamersmith, Riverside 2837-8. (1960)

1947 Hillman Minx saloon, first reg. 1948, colour black, 22,000 miles only, exceptional condition throughout; £715.—Morden Service (Wimbledon), Ltd., High St., Wimbledon, S.W.19. Wimbledon 5047. (1960)

1949 (Feb.) Hillman Minx ph. III saloon, finished attractive pale green, grey cloth, leather trim, mileage 15,000 miles, one private owner, fitted Lucas defrosters, spotlight, tyres good all round, excellent mechanical order, really immaculate throughout; under enquiries welcome. (1960)

MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. (1759)

HILLMAN 10

1938 Hillman 14 de luxe saloon, magnificent; £350, S.W.7. Fro. 1010. (1960)

£525—Only one owner since new, has main-
tenance, this Hillman 14 literally wrapped in
benzoin bodywork, excellent mechanically,
really large modern 5-str. car very rare example; choice
of another, £465. 5 months' guarantee hire purchase.
exchanges. (1960)

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Pin. 6221. (2904)

HILLMAN 10

OVERSEAS CARS, Ltd.

1937 16.9 Hillman Wingham cabriolet, superficial damage in front, what offers? For other Overseas Car Bargains see page 39. (1960)

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.5. Tel. Kensington 7475. (3219)

HILLMAN 10

1937 Hillman 10 4-door 6-str. saloon; must sell, unrepentable; offer: £195.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. (5634)

HILLMAN MISCELLANEOUS

HILLMAN 7-str. lim. partly, radio; 395sins. near offer.—12, York Rd., Aldershot. (2925)

TANKARD & SMITH, Ltd., offer the choice of many Hillman Minx saloons, 1940 series, trade and retail of over 200 used cars; all subject to 3 months' written guarantee.—139, King's Rd., S.W.5. Tel. Fax. 4601-3. (1960)

Hillman Cars Wanted

ROWLAND SMITH'S, the Hillman buyers.—Hamstead High St. (Hamstead Tube). Ham 6041. (1960)

R. COOTES, Ltd.

DISTRIBUTORS.

REQUIRE modern low mileage Hillman cars.

BIRMINGHAM—Low Temple St. (Central 8411).

MANCHESTER—129, Deansgate (Blackfriars 6677).

MAIDSTONE—(Maidstone 5333).

CANTERBURY—(Canterbury 3552).

ROCHESTER—(Chatham 2231).

WROTHAM Heath.—(Borough Green 4).

ROUTES, Ltd., Devonshire House, Piccadilly W.1. Tel. Grosvenor 3401. (10108)

CASH buyers of low mileage Hillman Minxes. Can-
tance no object.—Horton's, Lord St., Southampton.
Tel. 2202. (10792)

Hillman Cars Wanted

CASH immediately food good Hillman.—H. F. Edwards, 28, Upper High St., Epsom 9400. (15406)

I NEED post-war Hillman immediately.—30 Ryeford Rd., S.W.16. Tulse Hill 2799 (day). (10739)

A LIONS, of Barking, purchase for cash post-war Hillman cars.—105-7, Louisa Rd., Barking. Tel. Roperley 1285. (10436)

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham and Lower Temple St., Birmingham. 2. (10086)

RAYMOND WAT, the hire-purchase specialists, are still buying Hillman and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.5. Maids Vale 0044 (10 lines). (10662)

NOTTINGHAMSHIRE distributors, Humber, Hillman, N always prepared to purchase first-class condition recent models, Hillman saloons and coupes.—H. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46381. (10833)

Hillman Scores and Service

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient super-
sonic produce the best results. (10230)

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. (10230)

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Hillman cars, sales and services.—76-80, Pentonville Rd., N.1. Terminus 1001-7. (10364)

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped works, servicing, painting and complete overhauls, spare parts stocked.—91-93, Kings Rd., Fulham, S.W.6. Renew 1185. (10676)

FRISHER MOTORS for Hillman spares and service; C. Lewisham Bridge, S.E.13. Lew Green 0254. (10780)

HILLMAN 1936-46 mudguards, running-boards, 2 Brooks, 2 and 6, Frederick Place, Bristol. Tel. Bristol 21147. (10087)

Hillman-Sales Scores and Service

HAWANO scores and all repairs.—G. Brand, 47, Taworth Rd., Croydon, Cto. 1742. (14017)

HATCHKISS

HAROLD RADFORD & Co., Ltd.

SOLE concessionaires.

SALES and service.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642. (1960)

CHIPPSTEAD MOTORS, Ltd.—See our advert. under "Sports Cars." (19354)

Hatchkiss Scores and Service

HATCHKISS 1938 saloon and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland, South Kensington 6642. For Hatchkiss cars available at Melton Court, South Kensington, Tel. Kensington 6642 (5 lines). (10513)

HAROLD RADFORD & Co., Ltd.

SOLE distributors for London and Home Counties, offer.

NEW and unused H.R.G. cars available for early delivery.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (19557)

H.R.G. Scores and Service

CHARLES FOLLETT, Ltd., have a large stock of H.R.G. cars.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266. (1960)

SPARE parts.

SERVICE: Barnardale Yard, off Ligin Ave., W.9. Tel. Cunningham 5534-5. (10594)

Hudson

DICKS.

1939 Hudson 22 foursome coupe, special model, end of season bargain; £495.

1938 Hudson 22 saloon, special de luxe model, g.o.d. tyres; £475.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maids Vale 6888-9. (3456)

SIMPSON'S MOTORS offer:—

1946 Hudson, first registered 1950, 4-door saloon, excellent condition, spare wheel not used; for full list see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY), Ltd., (American Car Specialists), Wembley 8691-3. (3192)

A RICHIE SIMONS & Co., Ltd.—1938 Hudson 21.6 saloon, 1940 Hudson 22, 1941 Hudson 22, excellent condition throughout.—94, Gt. Portland St., W.1. Ean. 1343. (3430)

£265—1937 Hudson 28hp drop head coupe, in excellent condition, an impressive looking motor.—Bryt Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (2918)

1939 Hudson 22 saloon, black with grey leather, 6235.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 5409. (3470)

1940 (leather), chauffeur maintained in "really exceptional condition; £595.—Jacquard, Ltd., 225-7, Regent St., W.1. Tel. 4677. (1960)

£465—Modern Hudson 22hp de luxe saloon, ex-factory, genuine leather interior, large 6-str., ideal for hire, tremendous performance with economy, no use looking at the condition of this vehicle could possibly believe it was this price. 6 months' guarantee, hire purchase, exchanges. (1960)

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Pin. 6221. (2901)

Hudson Cars Wanted

DICKS.

URGENTLY want good Hudsons.—Dicks Car Sales, Ltd., 385-401, High Rd., Kilburn, Maids Vale 6888-9. (1960)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1936 M.O. 2-litre **Thorford** four-door drop head coupe, smart car in excellent order. **Garage Service Co., 3009 Lane, Gidea Green, N.W.11.** Speedwell 3408.

1950 (October) M.O. 1½-litre, black with green leather, loose covers and demister, very low mileage, spare unused, one exacting ownership, appearance quite indistinguishable from new. **W. Edwards, 154, Gt. Titchfield St., W.1.** Tel. Langham 012. (3561)

M.O. 1½-litre V.A. black open 1950, wireless, spare wheel and two tyres, fitted jacks, engine reconditioned and re-sealed October, 1950, all springs, shock absorbers, bumpers replaced this year and all other working parts overhauled and replaced where necessary; petrol 26.6 m.p.g., oil 1 pint 650 miles; coachwork immaculate, upholstery blue, serviceable but shabby; owner serving soldier ordered abroad, otherwise car would not be for sale, now having a new lease of life and will give a long period of trouble-free, pleasurable motoring. **£255—Bridgford Hill, Normanston Barracks, Derby.** (44221) (3550)

M.O. Cars Wanted

C. THE CAR MART, Ltd. wish to purchase M.O. cars—**350, Euston Rd., N.W.1.** Euston 1212. (3996)

ROWLAND SMITH'S, the M.O. buyers—**Hampton Road, High St. (Hampton) Tube, Ham. 6041.** (1948)

SLOCUMBERS OF NEASDEN.

SLOCUMBERS—Good clean M.G.s. wanted, must be perfect condition. **39-52, Dudden Hill Lane, N.W.10.** Willenden 5669.

M.O. GP (800) 4-seater required—Cawsey, 2, Wynton Rd., Shirley, Southampton. (3011)

ALMOST new M.O. required; cash payment—44, Morley, 24, Streatham Hill, S.W.2. Tulse Hill 4488.

URGENTLY required, low mileage 1948-50 M.O. 1½-litre—O'Brien (Christchurch), 14, London Rd., London, S.W.1. Tel. 1081. (3598)

FREE valuation of your M.O. within 50 miles of London or at Tankard & Smith, Ltd., 194-196, Kings Rd., London, S.W.1. Tel. Faxonian 4834 (lines).

RAYMOND WAY, the hire-purchase specialists are still buying M.O.s and have unlimited cash available—**Canterbury Rd., Kilburn, N.W.6.** Maids Vale 6044 (10 lines).

JOSE & YOUNG, Ltd.—Wanted, small mileage 2.0, or 1.6, M.G. urgently—**65-69, St. John's St., Streatham Hill, S.W.2.** (1 minute Streatham Hill Station). Tulse Hill 4488.

MAYFAIR GARAGE LTD.—Particularly good cash buyers of all models M.O., telephone or write for buyer to call—**Mayfair Garage, Ltd., Baldocton 315 (opp. Selfridges clock), Mayfair, W.1.** Mayfair 5104-5.

M.O. Spares and Service

THE sole London distributors for M.O. cars.

UNIVERSITY MOTORS, Ltd. 7, Hertford St. Mayfair, W.1. Tel. Grosvenor 4141. (3505)

W. JACOBS & SON.

W. specialise in spares and repairs for all models of M.O. cars.

JACOBS & SON, Mill Grange, Chiswick Rd., South Woodford, E.12. Willenden 0660.

M.O. spares.—New arrival drivers, rockers, valves, road springs, front aprons, rear tanks, 32 crankshafts, chromium plated luggage grids, M type clutch plates, front and rear control arms, etc.

BERKINGTON, 139 & 141, London Rd., Kingston. (5621-2) (3698)

M.O. engine, axle, gear box, reconditioning, recon, exchange blocks, cranks, rockers, 4 drive, dymc, etc., new rocker shafts, bushes, valves, guides, springs, axles, wire wheels supplied and repaired, road springs, new and reconditioned. **W. Williams, Queens Quay, Queens Rd., Wimbledon (Station), S.W.19.** Liberty 2545 (3445)

TUOLMIN MOTORS specialise in M.O. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L and N. Magnetics, electric service dynamo, starter, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and exhaust sets with full range of M.O. spares always available, we specialise in racing spares.

WRITE or phone Tuolmin Motors, The Roundabout, Hammersmith, Middlesex, Tel. Molesey 4431. (3549)

THE CAR MART, Ltd.

1950 Morgan 10hp drop head coupe, 1,000 miles; £375—**Car Mart, Ltd., 320, Euston Rd., N.W.1.** Euston 1212.

MORGAN 4.3, October, 1950, immaculate, 7,000 miles, offers—P. Brisbane, 32a, Bolingrove Rd., Sutton Co. Road. (3510)

MORGAN 4.4 coupe, 1950, 15,000 miles, one owner, carefully maintained, £775—Dr. J. E. Hatchin, Copt Hall, Mill Hill, N.W.7. Mill 8174. (3570)

Morgan Cars Wanted

ROWLAND SMITH'S, the Morgan buyers—**Hampton Road, High St. (Hampton) Tube, Ham. 6041.** (1948)

SLOCUMBERS OF NEASDEN.

4-4 Morgan required, coupe or tourer, nice condition preferably, very immaterial.

39-52 Dudden Hill Lane, N.W.10. Willenden 5669.

CASH immediately for good Morgan—**H. F. Edwards, 154, Gt. Titchfield St., W.1.** Langham 012. (3706)

RAYMOND WAY, the hire-purchase specialists are still buying Morgans and have unlimited cash available—**Canterbury Rd., Kilburn, N.W.6.** Maids Vale 6044 (10 lines).

Morgan Spares and Service
MORGAN 4.4 official spare parts stockist; service and repairs—H. Roy, Ltd., 161 Gt. Portland St., W.1. Langham 7755. (1014)

MORGANS—All available spares in stock—**F. H. Douglas, Morgan Specialist, 14, South Killing Rd., Ealing, W.5.** Tel. 4480. (3526)

MORRIS MINOR

CAR MART, Ltd.

1950 Morris Minor tourer, 3,000 miles; £365.

1949 Morris Minor saloon, 6,000 miles; £225—**Car Mart, Ltd., 150, Park Lane, W.1.** Grosvenor 5455. (3488)

C.M.I. CAR SALES (Pty. 6642) offer:

1950 Morris Minor saloon, beige, good condition throughout—**Swiss Cottage, Finchley Rd., N.W.4.** (1084)

3800 miles; 1950 (July) Morris Minor saloon—**Ernest Sutton, Tel. Roazette 4 (trade only).** (3700)

1950 (July) Morris Minor saloon, platinum grey, with beige leather, 9,000 miles only, as new; £385.

ROBINSON, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4561. (3587)

1950 Morris Minor saloon, grey, beige leather, speedo, reading 5,000 miles, spare unused.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. (3640)

1950 Morris Minor tourer, 11,000 miles, heater, etc.; £770—**John Gray, 20, Hermitage, N.W.2.** Speedwell 1242. (3591)

ROY'S AUTOMOBILES, Ltd., offer 1954 Morris Minor sports coupe, 6135, 4.20 1953 2-seater, 4.65—127, Parkway, N.W.1. Euston 7200. (3792)

1950 Morris Minor tourer (two); £775—**Smith & Hunter, Ltd., 378, Kensington High St., London, W.14.** Tel. Western 2312. (3603)

1950 (November) Morris Minor grey, tourer, used only 6 months, mileage 4,500; £290—**Whitehead, 39, Clarendon Square, Leamington Spa.** Tel. 430. (3650)

MORRIS MINOR TOURER, Nov., 1950, Thames, 4.20, covers two wipers, low mileage; £350, o.n.o.—**Keeble, Museum Hse., Museum St., W.C.1.** Mus. 0630. (3569)

1950 Morris Minor saloon, 9,000 miles, immaculate condition, one owner; £345—**D. W. 0630.** (3569)

1949 Morris Minor saloon, in superb green, with buff leather upholstery, as new, small mileage; £340, exchange, Taylor Motors, 54, Selous Rd., South Croydon, Croydon S40. (3597)

TANKARD & SMITH, Ltd., offer 1950 (July) Morris Minor, six, inspection and test invited; £390—226-232, High Rd., N.15. Stanford Hill 3291. (3125)

1950 Morris Minor saloon, finished shade green, buff leather, etc., all brand new, one owner, 4,000 miles, factory maintained; £340—**Seymour & Clements, Ltd., 36, Watford Way, Hendon Central, N.W.4.** Hendon 2146. (3620)

Morris Minor Cars Wanted

C. THE CAR MART, Ltd. wish to purchase Morris Minor cars—**320, Euston Rd., N.W.1.** Euston 1212. (10716)

I require post-war Morris Minor immediately—**23, Broadwalk Court, W.1.** (10745)

J. CORYTON, Ltd.

SHIP Morris saloon; for details.

139—149, Fulham Rd., S.W.3. Ken. 1410. (3694)

COACHCRAFT offer:

1938 Morris 8 4-door saloon, attractive vehicle in excellent running order, taxed, £275, terms and exchanges; available for A.A. or R.A.C. inspection. **Coachcraft, Elm Rd., Evesham, Glos.** 6539. (3573)

CHARLES RICKARDS, Ltd., offer:

1948 (Aug.) Morris 8 4-door saloon, black with brown leather, one owner since new, total mileage 15,000, just decarburized, in exceptional condition throughout, taxed for year 1950.

A 4.20 4 door selection 6, summer low mileage cars offered with 6 months' guarantee.

56 Batwader Rd., W.2 (next Gt. Lancaster Gate Tube Stn., 3 mins from Marble Arch). Paid 1920

1947 Morris 8, low mileage; £375—**Below.** (3539)

1946 (December) Morris 8, low mileage; £375—**Below.** (3539)

1939 Morris 8 saloon, very good order; £415—**Barber Garage, 715, Finchley Rd., N.10.** Langham 2241. (3594)

SHIP Morris 4-door saloon, choice of two, 1950.

WADCOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177. (3610)

1939 Morris 8 saloon de luxe, black, good tyres, new appearance, £385.

MADGALL'S MOTORS, 211, Trinity Rd., Wandsworth Common, Battersea 3573. (3534)

1936 Morris 8P tourer, in exceptional condition, reconditioned engine; £245—**Below.** (3534)

1946 Morris 8 2-door, black, black, brown, new tyres; £300—**Below.** (3534)

1947 Morris 8P de luxe saloon, black, brown leather, engine reconditioned; £300—**Van der Vliet's (Importers of Good Used Cars), 215, Haverstock Hill, N.W.2.** Tel. 4284. (3598)

1947 (Nov.) Morris 8 saloon, 4-door, sun roof, excellent car; £350, also 1939 M. 8 series E. 4-door, sunroof, £250.

CRICKLEWOOD LTD., 200-220, Cricklewood Broadway, N.W.2. Gls. 2284. (3598)

1948 Morris 8 4-door saloon, good condition; £405; terms, exchanges.

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1947 Morris 8 saloon, very good order, new tyres, taxed; £625—**Asheigh, South Rd., Tooting 3942.**

1939 Morris 8 4-door tourer, recent £200 overhaul, in most remarkable condition, taxed, insurance; £375.

C. W. WILKIN, Ltd., 1, Welton Park, Kingston-on-Thames, Ken. 2241. (3045)

1946 Morris 8 saloon, 4-door, black, brown, one owner; £350—**R. J. C/o 100, St. James Rd., Northampton.** (3576)

1938 Hunter, 142, 378, Kensington High St., London, W.14, Tel. Western 2312. (3607)

1946 Morris 8 saloon, two-door, sliding head, very good condition—**Herbert & Mills, Ltd., 75, Gt. Portland St., W.1.** Langham 3506-7. (3522)

1939 Morris 8 saloon, series E, colour black, 1946 condition, £425—**John Whitley, Ltd., 10, London Rd., Bishop's Stortford, Tel. 181 & 182.** (2960)

AVAILABLE to the trade, low mileage 1946 Morris 8, **—Jerry Bryson Motors, 345, South Edwards Rd., Kensington, London, W.8.** Tel. Western 4551. (10538)

£345—Series E Morris 8 saloon (1950), black, brown leather, 1947 for 1951, tax-free, very good runner, requires repairs, unreplaceable value.

CAMDEN MOTORS, Ltd., 1, Leighton Road, Beds., Tel. 2041 (12 lines). Write for post free sales. Hire purchase, Part exchanges. Free delivery. Showroom open 9 a.m. from Monday to Saturday. (3598)

RESIDENTIAL GARAGE, Ltd. offer a wide selection of 2 post-war Morris 8 saloons at Chester Close, London, S.W.1. Trade enquiries invited. **Shane 304.** (1885)

1939 Morris 8 2-door saloon, in black, with brown leather, has been used very carefully and is in post-war condition throughout; £450; exchange or

MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford, Herts. Tel. Watford 4421. (3062)

1937 Morris 8P, the same of perfection, unbelievable condition, very good runner, tax-free, £330, terms—**Midland Motor Co., Traffic St., Derby.** Tel. (Derby) Bucknall 40124. (3051)

1947 black, brown leather, one owner, reconditioned engine; £425; no bids—**Mr. J. Watkins, 130, W.1.** (10545)

WALTER SCOTT, Ltd.—August, 1946 Morris 8 sun saloon, black, radio, showroom condition, £325; exchange, terms—32, Colindale Avenue, N.W.9. (Punchley Road Tube) Pri. 5014. (2345)

325 sun—Morris 8 1950, 4-seater tourer, dark green, very good condition, terms, exchange, list open 9 7-week days and Saturdays—**Noward & Smith, Hampton (Hampton) Tube, Ham. 6041.** (3535)

£249—1957 Morris 8 saloon, excellent condition at 25000—**G. P. (Bulham), Ltd., 26, Burn Hill, S.W.12** (100 yards Chiswick South Tube). Tel. 1107-8. (3058)

£399—1950 Morris 8 series E de luxe saloon, black, brown hide interior, exceptionally clean condition throughout, excellent runner—**The Haverstock Garage, Haverstock Hill, W.11.** Tel. Tulse Hill 2422. (3611)

£465—This vehicle would be for 1947 Morris 8 series E saloon, 8 really immaculate and mechanically 100% and no one would believe it is actually a 1940 model; 3 months' guarantee; hire our

LAMB OF WOOD GREEN, Finchley Showrooms, 421, March Rd., Finchley, N.12. Fin. 6221. (3286)

TANKARD & SMITH, Ltd., offer 1946 Morris 8 4-door saloon, in black with brown leather, speedometer reading 22,000 miles, very attractive little car; £350; three months' written guarantee; 4.10 1947 4-door and 4-door of all makes—Below.** (3597)**

TANKARD & SMITH, Ltd., offer 1947 Morris 8 2-door saloon, in black with brown leather, speedometer reading 1,800 miles, first-class condition throughout; £315; three months' written guarantee; also 200 quarts' used cars of all makes.

TANKARD & SMITH, Ltd., 198, Kings Rd., S.W.8. Tel. Faxonian 4501-3. (3605)

Morris Eight Cars Wanted

I require post-war Morris 8 urgently—**50 Ryecroft Rd., S.W.16.** Tulse Hill 1258 (day). (10719)

ROWLAND SMITH'S, the Morris 8 buyers—**Hampton Road, High St. (Hampton) Tube, Ham. 6041.** (1948)

CASH buyers of low-mileage Morris 8; distance no object—**Huttons Ltd., 22a, Southport, Tel. 224a.** (3619)

REQUIRED urgently, post-war Morris 8—**Lynne Frank & Wagstaff, 50-53, Crouch End Hill, N.6.** Musgrave 4301. (3619)

RAYMOND WAY, the hire-purchase specialists are still buying Morris 8 and have unlimited cash available—**Canterbury Rd., Kilburn, N.W.6.** Maids Vale 6044 (10 lines).

MORRIS TEN

Q.R.A.

QUEEN'S ROAD AUTOS—1948 Morris 10 4-door saloon in very nice condition, original owner, Queen's Rd., Peckham, S.E.15. New Cross 3965, (1964)

CAR MART, Ltd.

1948—40 Morris 10hp saloon, 9,000 miles; £325—**Car Mart, Ltd., 320, Euston Rd., N.W.1.** Euston 1212. (3489)

RHIND'S (MOTORS) offer:

1946 model Morris 10 saloon, reg. 15/11/45, black with brown hide upholstery; bargain, £340.

RHIND'S (MOTORS) Ltd., Priory Lane, Hare Green, Cheshire. Tel. Gidley 5513. (3542)

LAYTONS OF OXFORD offer:

£695—1947 Morris 10hp saloon de luxe, finished in black with brown leather, this car is in excellent condition throughout, requiring at most quarter deposit, balance over 24 months. **L. Laytons of Oxford (MOTORS), Ltd., New Rd., Oxford.** Tel. 5351. (3585)

1946 Morris 10, in excellent order throughout; £650.

L. LYNNE FRANK & WAGSTAFF, Ltd., 5-5, Crouch End, N.6. Musgrave 4401. (3116)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS TEN
1939 Morris 10 saloon, in good condition, finish, blue and black. (2516)
SHAW MOTORS Ltd., 666-678, Garratt Lane, London, S.W.17. Wm. 3051-2.

1947 Morris 10hp saloon, black, brown upholstery one owner, carefully used. (2120)
FUSTACK WATKINS Ltd., 12, Berkeley St. W.1. (Mayfair 5951), and 12 Chelsea Manor St. S.W.2. (Fleming 5181).

1946 but just like new Morris 10 saloon, black with brown leather, sun roof, 23,000 miles only. 40/5; terms. (1594)
CLIFTON GREEN GARAGE, 122, Clifton, York. Tel. 55230.

1939 Morris 10 saloon, in exceptionally fine condition, sun throughout, handsome appearance. 4250, terms—Temple Cars, 156, Burton Rd., Derby. Tel. 5614.

1946 (March) Morris 10 de luxe saloon, black, brown leather, genuine 25,000 miles, in 1948 condition. 4675—548 King St., Hammersmith, River-side 2837-8.

L. F. DOVE, offer 1946 Morris 10 saloon, black with brown showroom condition engine recently overhauled. 4255-49, Broadway, Wimbledon. S.W.19. Liberty 5456. (2817)

1947 Morris 10hp saloon (reg. Dec. '46), black, with ivory, excellent condition. 4699—Pantiles Service Garage, 44, Guildford 5526. (2849)

1945 Morris 10hp Series M 4-door saloon, original log book, excellent runner, original black finish with ivory interior, a truly remarkable bargain. (2849)
CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue. Hire purchase, part exchange, free delivery. Showrooms open till 8 p.m. Monday to Saturday. (3500)

TANKARD & SMITH, Ltd., offer 1938 Morris 10 saloon de luxe, finished in maroon, in excellent mechanical order, recently re sprayed, 4585; terms and exchanges—77, Peckham Rd., S.E.15. Tel. Redfern 2051. (2525)

1940 (June) Morris 10hp 4-door saloon, navy blue with blue blue upholstery, re sprayed, new carpets, etc., excellent condition throughout. 4465; H.P. or exchanges—John Jordan, Sandy, Beds. Tel. 64.

1939 Morris 10 saloon; this is one of the most immaculate Morris cars we have ever handled, it is hardly distinguishable from a 1948 car and in many respects even better; 4585—Grays Cars (London), Ltd. 277, Green Lane, N.13. Palmers Green 2365.

TANKARD & SMITH, Ltd., offer 1947 Morris 10 saloon, in black with brown leather, very clean car in good mechanical condition, sun roof, 23,000 miles, three months' written guarantee, also 200 guaranteed use cars of all makes—105, Kings Rd., S.W.3. Tel. Fauxman 481-5. (2834)

URGENTLY ten post-war series M Morris 10 saloon.
L. VINE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.4. Mountview 4801. (2601)

I NEED post-war Morris 10 urgently—Fortune, 11, Cambridge Rd., Wansted, 11. (0748)

ROWLAND SMITH'S, the Morris 10 buyers—Hampstead Heath St., Hampstead Tube, Ham. 6041.

CASH buyers of low-mileage Morris 10; distance no object—Huttons, Lord St., Southport, Tel. 2268.

A MOST new Morris 10 required; cash payment—A. Munster, 51, Stretchley Hill, S.W.2. (0943)

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Morris 10s and have unlimited cash available—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (0966)

MORRIS TWELVE
1945 Morris 12 saloon, in running order and good appearance.
CLIFTON GREEN GARAGE, 122, Clifton, York. Tel. 55230. (2736)

1939 Morris Cowley saloon, black, good condition throughout. 4125. Tel. 5535. (2635)

SERVICESTATION, Kingston Vale, S.W.15. Kin. 5535.

1939 1937 Morris 12 de luxe saloon, excellent condition—Autospine, 5, Balham High Rd., Balham 1529. (2635)

1935 1935 Morris 12, 1936 model, Series II four-seater coupe, brown and black, sliding head, brown leather, very good condition, 23,000 miles, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (3557)

Morris Ten Cars Wanted
ROWLAND SMITH'S, the Morris 10 buyers—Hampstead Heath St., Hampstead Tube, Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Morris 10s and have unlimited cash available—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (0966)

MORRIS FOURTEEN
1936 Series II Morris 14, 4250, good condition; over 100,000 miles—Hampstead Heath St., Hampstead 6041. (3557)

1938 Morris 14hp saloon black blue line, good condition throughout clean. 4575—Trinity Cars Ltd., 94 North Side, Wandsworth Common, S.W.18. Vandyke 1166. (2741)

MORRIS OXFORD
CAR MART, Ltd.

1950 Morris Oxford saloon, 14,000 miles; £1,095—Car Mart Ltd., 150, Park Lane, W.1. Grosvenor 3454. (2890)

WARWICK WRIGHT, Ltd., offer—

1950 Morris Oxford saloon, black, brown leather, 1,000 miles. (2890)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (2767)

1950 Morris Oxford saloon, 2,000 miles only. (2767)

CITY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3248. (3069)

MORRIS OXFORD
MORRIS OXFORD (March 1950), green/green hide, 9,000 miles only; £1,135—J. Davy, Ken. 1108. (2021)

1949 Morris Oxford saloon, maroon, mileage 12,000, very clean; £1,075—Cranmore, Tel. 2040. (1045)

1949 (October) Morris Oxford saloon, aishine job heater, Rimex, hubbers and many extras, low miles, one owner; £1,125—Lee Green 6284. (1769)

MORRIS OXFORD, November, 1949, 13,000 miles, beige, loose covers, perfect condition; best over 2,500—Stewart, 34, Broadfield Ave., Worthing. Tel. 2365. (2381)

1949 (August) Morris Oxford saloon, as new throughout, one owner, heater, screen spray, spot-light, spare unused; 4265—Rumbury, Worthing 5275. (1566)

1950 Morris Oxford saloon, black, face leather, genuine guaranteed mile 5,000; £1,150—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5451-2. (2804)

1950 Morris Oxford saloon, green with green leather, one owner, carefully maintained, excellent condition throughout; £1,045—Pantiles Service Garage, London Rd., Guildford 5526. (2849)

1950 (April) Morris Oxford saloon maroon with red leather, fitted heater, one owner, genuine 6,000 miles, 43 Ber. £1,125—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1961. (1594)

Morris Oxford Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Morris Oxford cars—150 Park Lane, W.1. Grosvenor 3454. (0717)

I REQUIRE post-war Morris Oxford urgently—30, Kynoch Rd., S. Kensington (next 2 Michlins). (0749)

MORRIS FIFTEEN
TANKARD & SMITH, Ltd., offer 1935 Morris 15 original saloon, colour blue, one owner, new from new, in immaculate condition, very carefully used and maintained, fitted Continental touring wheels, four new tyres, 4225—97, Peckham Rd., S.E.15. Tel. Redfern 2051. (2616)

MORRIS SIX
J. DAVY OFFERS
MORRIS SIX (September, 1950), black brown hide, twin spot lamps, 7,000 miles only; £1,235. (2616)

1949 (Sept.) Morris Six saloon, radio; terms, etc. changes. £1,195. (2524)

GEORGE NEWMAN & Co., 368, Easton Rd., N.W.1. (2524)

1950 Morris Six saloon, 4,000 miles—Autowork, Ltd., Winchester. Tel. Winchester 4834/5400. (2075)

1950 Morris Six saloon, black, brown leather upholstery, 6,700 miles, one owner, excellent condition.
FUSTACK WATKINS, Ltd., 12, Berkeley St. W.1. (Morris 1951), and 12 Chelsea Manor St. S.W.2. (Flaxman 5181). (1251)

1400 miles; 1950 Morris Six saloon—British & Colonial Motors Ltd., Upper St. Martin's Lane W.C.2. Ten. 3558. (3320)

1950 saloon, black, H.M.V. radio, heater, loose covers, carefully serviced; £1,150—Chas. 5301. (3501)

MORRIS SIX, February, 1950, over 20,000 miles, in first-class condition—M. Auman, 125, Branson Lane Bramhall, Cheshire. (5444)

COLDERS GREEN—H. A. Saunders, Ltd. 1949 Morris Six saloon, maroon, beige, 6,544 miles. £1,220—14, Golder Green Rd., Eps. 0011. (5139)

1095—Just off Covenant, 1950 Morris Six saloon, superb condition, exceptionally small mileage even for a 12-month-old car, heater and usual extras.
MARDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue. Hire purchase, part exchange, free delivery. Showrooms open till 8 p.m. from Monday to Saturday. (5994)

MORRIS MISCELLANEOUS
1938 Morris 4-door saloon, reconditioned engine, good body, new tyres, one owner; best offer over 4,255—Box 4361. (3561)

TANKARD & SMITH, Ltd., offer the choice of many Morris 6s, 10s and 12s from their vast stock of over 200 used cars all subject to three months' written guarantee—198, King's Rd., S.W.3. Tel. Flax. 4801-5. (0779)

Morris Miscellaneous Cars Wanted

R
ROWLAND SMITH'S, the Morris buyers—Hampstead Heath St., Hampstead Tube, Ham. 6041. (0979)

M
MORRIS wanted—Smith's, 66, Chalk Farm, N.W.1. Gt. 2767. (0824)

CASH immediately for Morris—H. F. Edwards, 154-12, Theobald St., W.1. Latham 6012. (3707)

MARTON MOTOR CO. for your Morris—Tel. 614-8000, Seven Sisters Rd., Tottenham, N.15. (0998)

JACK OLDING, Ltd., 8-10, North Audley St. W.1. (Morris 1951), and 12 Chelsea Manor St. S.W.2. (Flaxman 5181). (1251)

CASH buyers of low-mileage Morris Minor Oxford and 6s; distance no object—Huttons, Lord St., Southport, Tel. 2268.

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Morris from 1937 onwards. Wembley 8691-2. (0920)

C require post-war small mileage Morris cars in first-class condition—May 3061. (0931)

FREE valuation of your Morris within 50 miles of London or at Tankard & Smith, Ltd. 194-198, Kings Rd., London, S.W.3. Tel. Flaxman 4801-5. (0655)

Morris Spares and Service
FOR Morris service consult Morris specialists—W. T. Mason & Co., 2, Ivy St., Ilford (Tel. Ilford 0961). (0471)

Morris Spares and Service
MORRIS 8, 10, 12 and 14, 16, 18, 20, 21, 25 sale saloons.
MORRIS Ser 2 & 3, 10, 12 & Ser M crown wheels & spares.
MORRIS Ser 8 & Ser 12, engines complete with all accessories, new unused and in cases.
1934-50 models—517, Kingland Rd., Dalston, E.8. Glenside 4957. (1563)

DALSTON MOTORS for Morris service and spares.
1934-50 models—517, Kingland Rd., Dalston, E.8. Glenside 4957. (1563)

FOR Morris mudguards, running boards, 1930-40.
F. Brooks, 5 and 6, Frederick Place, Brighton, Brighton 2147. (1056)

BARKER'S MOTORS (LONDON), Ltd., Tel. Balham 6966, for Morris spares, seats and service—209, Balham High Rd., S.W.17. (1052)

REBORGES, overhauls, services—Rogers Garage, New Address, Wellesley Avenue, Puddingstone Rd., Hammersmith, W.6. Riverside 2644. (1920)

Nash Cars wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Nash from 1937 onwards. Wembley 8691-2. (0963)

OLDSMOBILE
SIMPSON'S MOTORS offer—
LATE type Oldsmobile 4-door saloon, hydraulic drive; for full list see under "American Cars."
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691-2. (1210)

J. JOE THOMPSON (MOTORS), Ltd., offer—
OLDSMOBILE Rocket 80 g/hv engine convertible coupe, 9,000 miles, outstanding for its terrific performance, colour striped, red leather upholstery, hydromatic drive, many extras.
J. JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., S.W.14. Kensington (next 2 Michlins). Ken. 4658. (2050)

DISTRIBUTORS (RAWLEIGH), Ltd., Sales Service and Spares, Blinley Heath, nr. Linfield, Surrey. Tel. Linfield 530-1.

1939 Oldsmobile saloon in exceptional condition. 4725.
DISTRIBUTORS (RAWLEIGH), Ltd., Blinley Heath, nr. Linfield, Surrey. (0113)

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties—Lex Garage, Ltd., 2, Lexington St., W.1. (Gerrard 0527). Service Work and Spare parts, 7, Pembridge Villas, nr. Westbourne Grove, W.11 (Daysway 6226-7). (0576)

Oldsmobile Cars Wanted
LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.
LEX GARAGES, Ltd., 2 Lexington St., W.1. Gerrard 0527.

BRITISH & COLONIAL MOTORS, Ltd., require used Oldsmobile cars—Upper St. Martin's Lane, W.C.2. Tel. 3558. (3320)

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Oldsmobile from 1937 onwards. Wembley 8691-2. (0963)

OPEN
RECONDITIONED Opel models Cadet, 1½-litre Olympia and 2½-litre Super 6 available from stock, 3 months' guarantee; terms and exchanges—Mayner Motors, Ltd., Southampton St., Southampton. Tel. Southampton 5544. (0757)

265 g/hv—Opel Cadet, Sept. 1937, 12hp drop head, 23,000 miles, dark green, one owner, very good condition, taxed; terms; exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (3557)

Opel Cars Wanted
ROWLAND SMITH'S, the Opel buyers—Hampstead Heath St., Hampstead Tube, Ham. 6041. (0961)

PRIDE & CLARKE, Ltd., the Opel distributor, offer immediate cash payment for all models—237, Tottenham Hill, W.2. Tel. 2612. (3335)

MAYNERS MOTORS, Ltd., Opel distributors, buyers of all models—1-6 Southampton St., Southampton. Tel. Southampton 5546, 4844. (0631)

Opel Spares and Service
PRIDE & CLARKE, Ltd., new brake and clutch linings, valves, spring, dust rings, quotations—Shorewood Rd., S.W.3. Bri. 6251. (0733)

MAYNERS MOTORS, Ltd., distributors, Opel spare parts and reconditioned engine service—Southampton St., Southampton Tel. Southampton 5546, 4844.

PACARD
SIMPSON'S MOTORS offer—
1947 Packard Customs de luxe, fitted with all extras, excellent condition, spare wheel not used for 12 months under "American Cars."
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691-2. (1319)

BROOKLANDS for individuality.
1947 (Dec.) Packard Super 8 Clipper saloon, Brunswick green, red, heater, radio, small mileage.
BUY or sell your car at
103, New Bond St., London, W.1. Mayfair 8551-8. (3253)

J. JOE THOMPSON (MOTORS), Ltd., offer—
LATE model Packard 4-door saloon, colour blue, very good registered April, 1950.
J. JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., S.W.14. Kensington (next 2 Michlins). Ken. 4658. (1064)

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Baling 5400.

PACARD sole concessionaires offer a selection of approved late model Packard cars.
LEONARD WILLIAMS & Co. (1940) Ltd., Great West Rd., Brentford, Middlesex. Baling 5400. (0222)

1947 Packard de luxe Clipper, right-hand drive, radio etc., beautiful car—Western 6015. (3262)

CAMDEN MOTORS—For selection of post-war pre-war Packards see our special advert on inside cover and facing pages.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). (3501)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Riley Spares and Service

ARCOT MOTORS, Ltd.—Prescient gear boxes, exchange and repairs—169, Fulham Rd., S.W.5, Kensington 759. [10336]

BOON & PORTER, Ltd.
RILEY distributors.—Spares and specialised service.—Camelina, Barnes, S.W.13, Riverside 4444; by Hamersmith Bridge, [10147]

PRI-SELECTOR gear boxes.—A. & Engineering, 35, Grant Rd. Adcombe 2931. [10761]

HARTLEY'S for Riley spares and service—165-171, Stanstead Rd., Forest Hill, S.E.23, Forest Hill, 234-5. [10246]

JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5, Gull 5446. [10082]

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice invited, send your requirements for complete enquiry by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa, Tel. 67, 12390 [10082]

ROLLS-ROYCE

P. B. LTD.
ROLLS-ROYCE specialists 40 years.
1936 50hp Hooper sports saloon.
1936 50hp Young fixed head 2 3-seater coupe.
1935 25hp Gurney Nutting sports saloon.
1934 25hp Thrupp & Maberly drop head coupe.

PADDON BROS., Ltd., 60, Cheval Place, London, S.W.7, Kensington 9477. [15279]

CAR MART, Ltd.
1950 Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner, 6 months' guarantee, £6,750.
1949 Rolls-Royce Silver Wraith four-seater drop head coupe by Gurney Nutting, 12,000 miles, £5,750.
1938 Rolls-Royce 25 30hp 7-seater limousine by Thrupp & Maberly, 6 months' guarantee, £2,550.
1937 Rolls-Royce 25 30hp limousine by H. J. Mulliner, 6 months' guarantee, £1,895.
1934 25hp Thrupp & Maberly drop head coupe by Gurney Nutting, 12,000 miles, £5,750.
1934 25hp Thrupp & Maberly drop head coupe by Gurney Nutting, 12,000 miles, £5,750.
1934 25hp Thrupp & Maberly drop head coupe by Gurney Nutting, 12,000 miles, £5,750.

CAR MART, Ltd., 150, Park Lane, W.1, Grosvenor 354. [15303]

OFFICIALLY appointed Rolls-Royce and Bentley retailers, a large selection of guaranteed Rolls-Royce and Bentley cars, including the undermentioned—

1948 Hooper touring limousine on the Rolls-Royce Silver Wraith chassis, black with beige leather, electric division, and a large number of extras. A. FOX & Co., Ltd., 3-5, Burlington Gdns., Old Bond St., W.1. Tel. Regent 7677. [15651]

RIPON.
1936 25hp Rolls-Royce saloon by Park Ward, black with beige leather upholstery.
1936 25hp Rolls-Royce saloon by Park Ward, black with beige leather upholstery.
1936 25hp Rolls-Royce saloon by Park Ward, black with beige leather upholstery.

RIPON BROS., Ltd., Huddersfield 6340 (5 lines), also at Bradford, Leeds and Sheffield. [10993]

C.P.E. Series 20-25 owner-driven Park Ward saloon. A registered December 1954, drive control, magnificent vehicle, practically as new throughout, scored by makers, first-class history, £1,150, or will part exchange for 5½-6; Bentley, available for A.A. or R.A.C. inspection.

COACHCRAFT, Elm Rd., Evesham, Tel. 6539. [3572]

FRANK DALE offers—
1936 ROLLS-ROYCE 25hp Hooper owner-driven saloon. June 1955 GPG series, unused since complete chassis and body overhauled. £1,475.
1936 ROLLS-ROYCE P 11 limousine of 1936, 7 seats, 5K A series 1955, 20,000 miles since 4700 overhaul. £1,475.
1936 ROLLS-ROYCE 25hp Hooper owner-driven saloon. June 1955 GPG series, unused since complete chassis and body overhauled. £1,475.

HAROLD RADFORD & Co., Ltd., [10858]

INVITE you to call and inspect their unique selection of Rolls-Royce cars.

1937 (March) Rolls-Royce Phantom III sports saloon with division and large built-in luggage boot at rear, sunshine roof, by Thrupp & Maberly, colour black, speedometer reading 56,848 miles, in excellent condition. £1,475.
1937 (March) Rolls-Royce Phantom III sports saloon with division and large built-in luggage boot at rear, sunshine roof, by Thrupp & Maberly, colour black, speedometer reading 56,848 miles, in excellent condition. £1,475.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7, Tel. Kensington 922 (5 lines). [12506]

1934 Rolls-Royce 25 30 limousine.
1934 Rolls-Royce 25 30 limousine.
1934 Rolls-Royce 25 30 limousine.

ALV ALPHRIDS & Co., Ltd., 6-7 Warren St., W.1, Euston 3268. [10971]

ROY SALMON AUTOMOBILES, Ltd., offer—
1936 Rolls-Royce 25hp Prestone & Webb range drive sports saloon, superb condition throughout, 5551-2-8.
1936 Rolls-Royce 25 30 owner-driven saloon of 1936, special body by Barker, condition unblemished. £1,750.
1936 Rolls-Royce 25 30 owner-driven saloon of 1936, special body by Barker, condition unblemished. £1,750.

EVANS & O'MALLEY, Ltd., Lowndes Sq., Knightsbridge S.W.1, Sloane 1553 1709s. [15667]

1936 ROLLS-ROYCE 1929 20hp utility, excellent body, in perfect condition. £255.—Bartlett, 278, Pentonville, W.11. [15410]

H. R. OWEN, Ltd., [10336]

GREAT BRITAIN'S leading specialists in Rolls-Royce and Bentley cars.
PROUD members of the Swain Group.

A NATIONAL motoring organization.

1933 Rolls-Royce 20 25 sports saloon (SR) by Rippon Bros. in black, upholstered blue hide, loose covers, disc, 6 months' guarantee.—Ref. H.762.
1934 Rolls-Royce 20 25 sports saloon by Prestone & Webb in black and silver, upholstered green hide, a beautiful car in excellent condition throughout, guaranteed 6 months.—Ref. H.7216.

1933 Rolls-Royce 20 25 4-door 4-1/2, S.R. saloon by James Young in black and maroon, upholstered grey leather, many extras, a grand example of pre-war workmanship and design.—Ref. H.7724.

1936 Rolls-Royce Phantom III Sedan de Ville by Gurney Nutting in black and silver, upholstered many extras, a beautiful and sensational car in 1936 and today.—Ref. H.7456.

1937 Rolls-Royce Phantom III sports saloon by Barker in grey/grey hide, many extras, a unique car with a unique performance.—Ref. H.7683.

1937 Rolls-Royce Phantom III Sedan de Ville by Barker in black, upholstered black leather, town carriage.—Ref. H.5570.

1937 Rolls-Royce Phantom III Sedan de Ville by Barker in black, upholstered black leather, town carriage.—Ref. H.5570.

1937 Rolls-Royce Phantom III Sedan de Ville by Barker in black, upholstered black leather, town carriage.—Ref. H.5570.

1937 Rolls-Royce Phantom III Sedan de Ville by Barker in black, upholstered black leather, town carriage.—Ref. H.5570.

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1937 Rolls-Royce Phantom III Sedan de Ville by Barker in black, upholstered black leather, town carriage.—Ref. H.5570.

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1937 Rolls-Royce Phantom III Sedan de Ville by Barker in black, upholstered black leather, town carriage.—Ref. H.5570.

1937 Rolls-Royce Phantom III Sedan de Ville by Barker in black, upholstered black leather, town carriage.—Ref. H.5570.

JACK BARCLAY, Ltd., [10005]

ARREST official retailers of Rolls-Royce and Bentley; also a list of used models on request to 12-13, St. George's Rd., Haverhill, S.W.1, Tel. Mayfair 7444.

JACK BARCLAY, Ltd., [10005]

ROLLS-ROYCE Phantom III (Oct. 1937) overhauled, driver's door, 50,000, complete R.R. history, perfectly maintained, exchange, terms.
1937 ROLLS-ROYCE Phantom III (Oct. 1937) overhauled, driver's door, 50,000, complete R.R. history, perfectly maintained, exchange, terms.

WATKINS GARAGE, Rolls and Bentley Specialists, 1178, Christchurch Rd., Boscombe, Tel. Southbourne 1022. [15149]

CHAUFFEUR driven and maintained, one owner, low mileage 7-seater Hooper dark blue limousine, 20/25hp, 1934, in perfect condition; seen.
1937 ROLLS-ROYCE Phantom III (Oct. 1937) overhauled, driver's door, 50,000, complete R.R. history, perfectly maintained, exchange, terms.

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WATKINS GARAGE, Rolls and Bentley Specialists, 1178, Christchurch Rd., Boscombe, Tel. Southbourne 1022. [15149]

USE CARS FOR SALE AND WANTED—SPARES AND SERVICE

LAND-ROVER
HARVEY HUDSON, Ltd. (The Land-Rover specialists), offer—
LAND-ROVER, 1950 (Oct.), 10,000 miles, extras include heater, air, radio, etc. (1577)
LAND-ROVER, 1950 (Aug.), 11,000 miles, fitted cross-country tyres.
LAND-ROVER, 1949 (Sept.), 15,000 miles.

HARVEY HUDSON, Ltd., South Woodford, E.18, Tel. Wansford 0056. (1577)

1950
LAND-ROVER CARS WANTED
HARVEY HUDSON, Ltd. (The Land-Rover specialists), wish to buy Land-Rovers—South Woodford E.18. Wansford 0056. (1949)

ROVER MISCELLANEOUS

HENLYS, Ltd.,
ENGLAND'S Largest Rover Distributors.

DEVONSHIRE HOUSE, Piccadilly, W.1. (Groveover 2207.)
HENLYS, Ltd., 385, Euston Rd., N.W.1. (Euston 4444.)

REPORTS at:—
MANCHESTER (Blackfriars 7843).
BURTON (Bristol 2136).

BOURNEMOUTH (Bournemouth 6514).
NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).
STREATHAM (Streatham 7751).

SUNSHINE (Hounslow 3454).
FINCHLEY (Finchley 0081).

GREAT WEST ROAD (Ealing 5477).
CAMDEN TOWN SERVICE STATION (Guliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. (1029)

BEARDS, of Kingston, Rover specialists, sales, spares, repairs—102, London Rd., Kingston, Kingston 5346.

CAMDEN MOTORS—Rover 12hp saloon, 1946, in black, brown leather, outstanding condition, brand new alloy tyres. £245.

CAMDEN MOTORS—Rover 10hp saloon, 1946, Rover grey, blue leather, fitted heater, slightly higher mileage than others. £245.

CHOICE of three other 1946 Rover 10s.

CAMDEN MOTORS—Rover 10hp saloon, 1950, late type model with many identical features to post-war, rimless wheels, attractive Rover green finish coachwork and chrome in excellent condition, quiet smooth engine giving a quality of performance usually associated with a much higher hp car; exceptional value. £245.

CAMDEN MOTORS—Rover 10hp saloon, 1956, 4-door model with full de luxe equipment, excellent condition for the year. £345.

CAMDEN MOTORS—Rover 12hp saloon, 1947, fitted heater, nylon seat covers, etc., maintained and serviced by Rover specialists, including very recent complete checkover to engine and chassis, superb condition; £1,095.

CAMDEN MOTORS—Rover 12hp saloon, 1946, black, brown leather, fitted H.M.V. radio, very moderate mileage, exceptional value at £265.

CAMDEN MOTORS—Rover 12hp saloon de luxe, 1950, late type model with many identical features to post-war, rimless wheels, attractive Rover green finish, a very attractive Rover green, carefully used, new set of Avon tyres. £265.

CAMDEN MOTORS—Rover 14hp saloon, 1947, black, brown leather, fitted radio and all new tyres, a very attractive Rover green, carefully used, new set of Avon tyres. £265.

CAMDEN MOTORS—Rover 14hp saloon, 1950 (late registration), immaculately refinished in Rover grey with all chromium paint retained, interior re-trimmed with new pile carpets, etc., works reconditioned engine fitted which has only done 750 miles since installation, the whole car being in very fine condition indeed; £795.

CAMDEN MOTORS—Rover 14hp saloon de luxe, similar model to above finished black with brown leather, very good all-round condition, fitted radio and all new tyres. £695.

CAMDEN MOTORS—Rover 14hp sportsman's saloon, 1946, the very desirable 4-light model, attractive modern lines and typical Rover sports performance, drive, etc., exceptional opportunity at £545.

CHOICE of nine other 1950 models.

CAMDEN MOTORS—Rover 14hp sports saloon, 1955, with external rear boot and similar lines and features to 1958 model, good performance.

CAMDEN MOTORS—Rover 75, see our separate advert under Rover 75.

CAMDEN MOTORS—Rover 16hp sports saloon, 1958, Rover green with grey leather, fitted heater, sunblinds, etc., Rover 16hp sports saloon, 1958.

CAMDEN MOTORS—Rover 16hp saloon, 1947, beautiful Rover green finish with interior to match, serviced under by main de tinkers since new, top-top condition. £1,075.

CAMDEN MOTORS—Rover 20hp sportsman's saloon, 1959, one owner only since new, superb appearance and in mechanical order, which leaves little to be desired, over 450 miles. £775.

CAMDEN MOTORS, Rover Specialists, Lake St., W.1. (Leicester 2000.)

Write for post-free catalogue of 400 cars; hire purchase, part exchanges, free delivery anywhere in the United Kingdom, later referred to full to purchasers from any part of the United Kingdom; showrooms open till 4 p.m. Monday to Saturday. (1256)

1936 Rover sports saloon de luxe, bodywork exceptionally good, free from rust, very clean interior, genuine. (1256)

MAGDALEN MOTORS, 311, Tividale Rd., Wandsworth Common, Battersea 5073.

R. POWELL, MOTORS, Ltd., for Rover Cars—155 Euston Road, London, W.C.1. (Euston 4444.)

RIDER your best bet from Albert Farnell, Ltd., and be assured of prompt and efficient service—75, Mennings Lane, Bradford. Tel. 2027-6. (1013)

Rover Cars Wanted

THE CAR MART, Ltd. wish to purchase Rover cars—150, Park Lane, W.1. Groveover 5434. (1071)

HENLYS, Ltd.,
ENGLAND'S Largest Rover Distributors.

DEVONSHIRE HOUSE, Piccadilly, W.1. (Groveover 2207.)
HENLYS, Ltd., 385, Euston Rd., N.W.1. (Euston 4444.)

GREAT WEST ROAD (Ealing 5477).
CAMDEN TOWN SERVICE STATION (Guliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. (1030)

ROWLAND SMITH'S, the Rover buyers—Hamstead Heath St. (Hamstead 1406.)

COOMBS & BONS (GUILDFORD), Ltd.
URGENTLY wanted, good condition pre-war and post-war Rover cars; offers appreciated.—104, South Rd. Guildford, Tel. 62007.

SMITH & CO. (LONDON), Ltd., require good Rover cars—Upper St. Martin's Lane, W.C.2. Tel. 2558. (1324)

JACK GULDING, Ltd., 8-10, North Audley St., W.1. Rover retailers, require cars in first-class condition. (1071)

LABORS of Barking, purchase for cash post-war Rover cars—105-7, Longbridge Rd., Barking, Tel. Ripley 1255. (1044)

BLAKES, Rover agents, will purchase any convenient Rover car—110, Bold St., Liverpool, Tel. Royal 6632. (1776)

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Rover from 1937 onwards.—Wembley 5691-2. (1076)

CASH buyers of low-mileage Rover 10s, 12s, 14s, 16s, 18s, 20s, 22s, distance no object.—Bathons, Lord St. Southport, Tel. 2265. (1050)

MOTORISTS (LONDON), Ltd., are immediate cash buyers of post-war Rover saloons.—Great North Rd., Finchley Station, N.2. Tudor 4201-2. (1070)

DAVID ROSENFIELD, Ltd., Rover Distributors, are anxious to buy small mileage used Rover cars, Despatch, Manchester, Tel. Despatch 5425. (1054)

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Rovers, any model, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044 (10 lines). (1071)

LEIGH PAIR, Datchet, Slough, Bucks. Rover distributors for spares and specialised service.—Tel. Datchet 54.

P. POWELL (MOTORS), Ltd., East London main R. dealers for Rover sales, service and spares.—31, Romford Rd., Forest Gate, E.7. Mayland 4818-9. (1048)

DAVID ROSENFIELD, Ltd., Rover Distributors, D. Lancashire and Cheshire; very large spares stock available.—Chesham Hill Rd., Manchester, 8. Tel. Blackfriars 2102. (1055)

SCHNEIDER, Ltd., 12 Ship 2-litre fabric saloon, perfect runner, large capacity of spares, included.—Sturcliffe Close Garage, Stourcliffe St., Paddington 9236. (1526)

H. A. SAUNDERS, Ltd., offer—

1950 Singer SM1500 saloon, black with beige leather interior, 6,000 miles. £1,195.

1948 Singer SM1200 saloon, black, 11,195. (1512)

1939 Singer SM1000 saloon, black with beige leather interior, 6,000 miles. £1,195.

1937 Singer SM800 saloon, black, 11,195. (1512)

1935 Singer SM600 saloon, black, 11,195. (1512)

1933 Singer SM400 saloon, black, 11,195. (1512)

1931 Singer SM200 saloon, black, 11,195. (1512)

1929 Singer SM100 saloon, black, 11,195. (1512)

1927 Singer SM80 saloon, black, 11,195. (1512)

1925 Singer SM60 saloon, black, 11,195. (1512)

1923 Singer SM40 saloon, black, 11,195. (1512)

1921 Singer SM20 saloon, black, 11,195. (1512)

1919 Singer SM10 saloon, black, 11,195. (1512)

1917 Singer SM8 saloon, black, 11,195. (1512)

1915 Singer SM6 saloon, black, 11,195. (1512)

1913 Singer SM4 saloon, black, 11,195. (1512)

1911 Singer SM2 saloon, black, 11,195. (1512)

1909 Singer SM1 saloon, black, 11,195. (1512)

1907 Singer SM0 saloon, black, 11,195. (1512)

1905 Singer SM- saloon, black, 11,195. (1512)

1903 Singer SM- saloon, black, 11,195. (1512)

1901 Singer SM- saloon, black, 11,195. (1512)

1947 Singer 9 roadster, black, excellent condition throughout, 16,000 miles, £625, or nearest. (3374)

1947 Singer 9 roadster 4-seater, excellent condition, £500, or nearest. (3374)

FOR sale, 1939, Singer Super 10hp; £340; thoroughly overhauled, 1950, mechanically sound, smart appearance, new 12v battery, taxed.—R. Elliott, 6, Richardson St., North Chesham, Bucks. (1925)

M. specialises sales, service and spares facilities.—Paterson, Ltd., Distributors, Bradnash, Bolton. Tel. 5000, Manchester. Manchester 4507. (1039)

1950s—Singer 9, September 1937, sports coupe, green and black, sliding head, green leather; terms, exchange, list, open 3-7 week-days and Saturdays.—How and Smith Hampstead (Hampstead 1341).

£675—Late 1947 Singer Super 10 4-seater saloon, 16,000 miles, one owner, sunroof, new good tyres, with vintage chrome horns, perfect condition throughout, taxed.—Tel. for appl. to view Chertsey 2375 after 7 p.m. or any time Sunday. (1546)

Singer Cars Wanted

ROWLAND SMITH'S, the Singer buyers—Hamstead Heath St. (Hamstead 1406.)

CASH immediately for good Singer—M. F. Edwards, 154 Gt. Titchfield St., Langham 6011. (1570)

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Singer from 1937 onwards.—Wembley 5691-2. (1076)

RAYMOND WAY, the hire-purchase specialists, are still buying Singers and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044 (10 lines). (1072)

Singer Spares and Service

THE North's premier Singer spares stockists, Coulthart & Grimshaw, Ltd., Whalley New Rd., Blackburn, Lancs. Tel. 4692-3. (1970)

AUTOMENDERS, Ltd., are specialists in Singer service and overhaul.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.15. Riverbank 6406. (1074)

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Lincoln 2701-2. (1075)

E. PASCALL (GUILDFORD), Ltd., sole distributors for West Surrey, spares and specialised service.—Central Buildings, St. Giles, Guildford, Tel. 2745/6. (1076)

SINGER spare parts for 9, 10 and 12hp 1936-1950 models, a near quote chassis No.—Singer Distributors, 10, Square, Bristol. Tel. 22514. (1071)

S. SIMMONS OF CROYDON.

1939 M.G. T.4, Saloon-Twoford drop head, fitted with radio, superb mechanical condition, bodywork and upholstery very desirable condition throughout. (1526)

ALFA-ROMEO Tipo 65 1500cc, single overhead cam 4-cylinder drop head coupe by Young of Bromley, condition leaving something to be desired, although excellent.

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CHIPSTEAD MOTORS, Ltd.
OFFER the following in immaculate condition—
LVIS 4.5 late 1936 sports saloon.
BUGATTI 45H ex. 2.3 roadster 2-seater.
M.W. late 1939 2-seater.
CITROEN 12 1939 model saloon.
CITROEN 15 special 1946 saloon.
ELAGUE D.6.70 late 1938 sports saloon.
FIAT 500 1939 model coupe, reconditioned.
HOTCHKISS 1936-9-9, 2 saloons, one coupe.
JAGUAR 100 late 1939 2-seater.
G. 1947 T.C., reconditioned engine unit.
MERCEDES-BENZ 500K ex. streamlined 2-seater coupe.
OVER 16 1946 saloon, etc., etc.
CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.5. Faximan 0052 7253 7154. (1939)

CHARACTER CARS OFFER—
A SELECTION of vintage and sports cars, 2- and 4-seaters far above average condition; please telephone for details of current stock, including—
LVIS 1933 Super 40 2-4-seater. (1937)
ASTON MARTIN, 1935 (Oct.), 1½-litre Mk II loss wheelbase saloon.
BUGATTI, 1936, Type 57 drop head, mint condition.
ROLLS-ROYCE 1935 Phantom II Hooper Continental 4-owner-driver saloon, genuine 79,000 miles, always works maintained.
SUNBEAM-TALBOT 1946 utility, 26,000 miles.
PARTICULARS of vintage and sports cars for disposal with photographs and price required still be gratefully received and acted upon immediately.
CHARACTER CARS, 124-122, Haydon Rd., Wimbledon, S.W.19. Tel. Albert 7677-8. 10 minutes South Wimbledon Underground. Buses pass our door. Open on week-days 9 until 5. (1937)
RAYMOND WAT, the hire purchase specialists.
RAYMOND WAT, of Kilburn.
50 sports cars of all types under £400.
CARS and motor cycles wanted in part exchanges.
RAYMOND WAT, Canterbury Rd., Kilburn, N.W.6 (1939), Kilburn Park Station, Bakerloo Line, Met. 6044 (110 lines). (1937)

£185—Exceptional Hornet—Details, Stanforth, Holborn 4321, Maid 5352. (3012)
PERFORMANCE CARS, The Windmill Garage, Great West Rd., Brentford, Middx. Ealing 8941.
ONLY three minutes from Northfields Tube Station. Proximity to District lines.
A.C. Roadster—Garage, Member M.A.A., Specialized Repairs, Coachworks, Modern Service Station.
ALVIS Speed 25 tourer, 1940, £225; Alvis Speed 20 d/h fourseater, 1934, £350.
ALVIS Seventeen sports saloon, 1937, £350; Alvis Silver Eagle saloon, 1935, £155.
ALFA-ROMEO 1750 twin cam saloon, 1931, £275; Aston-Martin 2½-litre saloon, 1933, £195.
BENTLEY 4½-litre Vanden Plas tourer, £10 tax, £425; Bentley 4½-litre roadster, 1929, £235; Red Label Vanden Plas tourer, 1926, £235.
BENTLEY 4½-litre Bentley Currier Nutting tourer, 1925, £275; Lagonda 3-litre saloon, 1932, £195.
FORD V.8 model 91A drop head, 1939, £495; 1947 Prefect, 22,000 miles, £225.
FORDSON 10cv van, 1948, £545; 1946 V.8 truck, £50, (both subject to requirements).
FORD 10 saloon, 1935, £265; Morris 8 tourer, 1938, £225.
FORD 50hp steel utility, 1943, £225; Buick 31hp cabriolet, 1936, £225.
FRAXER NASH 10-M.W. 32h roadster, 1939, £495; Type 55 roadster, 1936, £395.
JAGUAR 100 2-seater, 1936, £450; Invicta 4½-litre d/h fourseater, 1932, £275.
G. 2-litre saloon, 1937, £345; N.A. Magnette tourer, 1936, £275.
M.G. PA tourer, 1934, £265; K.N. type Magnette pillar-less saloon, 1935, £225.
M.G. NE type Magnette 2-seater, 1934, £265; Wolseley Hornet special tourer, 1934, £245.
RALTON 25hp d/h fourseater, 1935, £295; Studebaker 25hp d/h fourseater, 1937, £225.
TRILEY Redwing saloon, 1928, £45; 1931 Deane 21hp saloon, £35.
SINGER 9 tourer, 1935, £255; Singer 9 tourer, 1936, £265; Anson 25hp roadster, £125.
STANDARD 8 d/h fourseater, 1939, £325; Standard 12 d/h fourseater, 1939, £365.
STANDARD 8 d/h fourseater, 1939, £325; Standard 12 d/h fourseater, 1939, £365.
WILLYS 10hp saloon, 1939, £350; Willys 10hp f.h. coupe, 1936, £250. (3760)

POTTER, RICHARDS & CARR offer choice of Rolls-Royce, Alford, Rover, Les-Francais, Laforce, H.R.O., Alfa-Romeo, Lancia, Renault, Buick, Mercedes, Packard, Bugatti.
LAGONDA 3-litre, 1931, 4-seater tourer, recent overhaul costing approx. £250, recollared, £225.
ALFA-ROMEO, 1939, 7-seater chassis with fixed head coupe body, fitted with modern 21hp Nash engine, £225.
A TRACTIVE prices: part exchanges, h.p. terms.
FOR details Tel. Kensington 6925 or letters only to Mr. Richards, 22, Prince of Wales Mews, S.W.7. 2608.
VINTAGE AUTOS of Knightsbridge, specialists in vintage Continental sports and racing cars; always a good selection at competitive prices—7, Ellis St., Sloane St., Knightsbridge, Sloane 6325. (3966)

1931 12/50 T.J. Alvis 2-seater, bodywork poor mechanically good, £100, o.n.o.—Ealey 9, Gandy St., Kendal. (1936)
T.G. 2 C.C., 1947 (September), not just another car, but a car in exceptional condition of low mileage and performance (tuned)—Send a.s.e. for details and history to E. E. Ridley, 14 Albert Cres.,bury St., Edmunds. (1914)
SPRECHTERS, Ltd.—The best conditioned sports cars in the country, every car a specimen, A.L.A. A.V.A. Alford, Bentley, Bugatti, Fiat, Jaguar, Invicta, Mercedes, M.G., Ralston, Riley, Cross Oak Lane, Balford St. Redhill, Surrey. Horley 626. (1905)
ANTHONY CROOK offer 1950 La Mans replica Fraser Nash 2-seater, low mileage car; hardly used, 1947 Bentley 2-seater sports, £295, also the famous "Ampton" special 1,100cc single-seater, holder of numerous records pre-war; Lancia £790; Veritas Meteor post-war 2-litre B.M.W. with import duty and purchase tax paid, 1500hp 2-seater, £2,000—Anthony Crook, Ltd., Osterham Hill, Surrey. Tel. 1793. (1646)
CHILDREN CARS offer supercharged 2.6-litre Alfa Romeo Zagato 2-seater, £10 tax, £275; 1947 (July) 12 prototype 3-litre Alfa and competition 2-seater, £450; 1936 Buick Century saloon, £255; 1937 50hp Ford V.8 supercharged drop head coupe, £255; 1950 (reg.) Mercury saloon, £665; supercharged K3 type M.G. Magnette, £255; another, unsupercharged at £495; Talbot 105 2-seater, £395, terms, exchanges—114, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. (1716)

Sports Cars Wanted
ROWLAND SMITH'S the sports car buyers—Hamstead Hill, (Hamstead Tube), Ham. 6011.
PERFORMANCE CARS of The Windmill Garage, Great West Rd., Brentford, Middlesex. (Tel. Ealing 8441). (1937)
SIMMONS of Cropton are buyers of all good condition sports cars for immediate cash—101a, Tarnworth Rd., West Cropton, Notts. (1937)
POST-WAR Continental convertible or drop head, reasonably low mileage, Alfa, Ferrari, DeLorean, Delage or what have you—Gill, 105, Oakley St., London. (1725)

Sports Cars Spares and Service
AUTOMOTIVE dealers, car enthusiasts, repairers, tuners and modifiers—Automotors, Ltd., Lower Gate, Ferry Rd., Barnes, S.W.13. Riverside 6496. 10755 (1937)
1934 3.6 saloon, excellent mechanical order, good coachwork, £155.—Brooklands Motors, 102, High Rd., Chislehurst, Tel. 194 10 a.m.—7 p.m. (1934)

S.S. Cars Wanted
ROWLAND SMITH'S, the S.S. buyers—Hamstead Hill St. (Hamstead Tube), Ham. 6041. (0968)
NEWNHAMS, Ltd.
1947 Standard 8 saloon, grey with blue upholstery, exceptional condition, £325.
NEWHAM HOUSE, 235-7-9, Hamersmith Rd., London, W.14. Riverside 6496. (1939)

CLANFIELD LAWRENCE offer:
1939 Standard 8 saloon, maroon, brown leather, new head lining, excellent condition throughout, £385—407, High Rd., N.12. Finchley 12615.
A. Z. MOTORS for Standard 8 bargains—:
1948 Standard 8 sal., as pretty as a picture, £525.
1946 8 d/h coupe, 22,000 miles, one owner, £450.
1940 and 1939 8hp saloons from £325—A.Z. Motors, Palmerston Rd., N.W.6. Maida 7433.

1948 Standard 8hp saloon, immaculate condition, £275.
MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.9. Tel. 6062. (13504)
£525—Standard 8 tourer 1948, black, particularly good car.
STARNES MOTORS, Standard and Triumph specialists, 105, Crick-wick Road, N.W.2. Oldlands 3480. (6557)

1946 Standard 8 saloon, black leather upholstery, fine condition, good tyres, one owner, low mileage, £385.
STOKES MOTORS, Church St., Rickmansworth, Tel. Rickmansworth 2563. (7499)
1948 Standard 8 tourer, 3 months' guarantee, £495—4, Boven & Son, Hillside Garage, Edgware, Tel. Edgware 4464. (8279)

1939 Standard 8 saloon, refitted, £560—Smith & Son, 18, Haverhill Rd., W.14. Kensington High St. London, W.14. Tel. Western 2512. (3603)
1947 Standard 8 saloon, excellent condition, £495—guaranteed, taxed, —Beadmore, 26, Queensway, Haverhill Rd., W.14. Tel. Western 2512. (3603)
535 ans—1947 Standard 8hp saloon de luxe, only 14,000 miles, immaculate condition—Taylor St., Euston Place, S.W.7. Western 0469. (3934)

1946 (September) Standard 8 saloon, sliding roof, black, £315; Jarvis & Sons, Ltd., Morris House, Morden Rd., S.W.19. Liberty 4656. (5613)
1946 Standard 8 saloon, grey, blue leather, good condition, 27,000 miles, one owner, £415—Whitland, 11, De-la-Mare Rd., W.8. Bal. 5152. (3607)
ROY'S AUTOMOBILES, Ltd. offer: 1947 Standard 8 saloon, reconditioned engine, etc., blue covers, taxed, £475—127, Parkway, N.W.1. Euston 279. (3794)

1947 Standard 8 drop head coupe, grey/blue, one owner, excellent condition, £550—Clarke & Simpson, 75-79, Cadogan Lane, S.W.1. Sloane 4722. (3612)
1948 Standard 8 tourer, black as new, £555—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1427. (2991)
1946 (Sept.) Standard 8 tourer, exceptional condition, complete overhaul recollared new tyres, £460—39, Anfield Rd., Bromley, Tel. 2140. (1390)

1947 Standard 8 saloon, immaculate condition, £555—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1427. (1498)
1939 Standard 8 saloon, black, mechanically reconditioned, paintwork very good, any trial, £475—Wemyss Court Motors, High Rd., Wemyss Arnold 5221-2. (3722)

1948 Standard 8 coupe, black, brown leather, immaculate condition, very nice, £495—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. (1179)
1939 Standard 8 drop head coupe, fitted new tyres, taxed, £375; terms—Derby Motor Co., 25, Woods Lane, Derby. Tel. 2543. (1569)

1939 (April) Standard 8 saloon, one owner since new, genuine mileage only 24,483, original condition throughout; bargain £365—348, King's Cross, London, N.1. Tel. 4041. (3523)
1948 (June) Standard 8hp drop head coupe, grey with blue leather, low mileage, almost as new, £550—Othman Sports Cars (Christchurch), Ltd., Lordhurst Rd., Christchurch, Hants. Tel. 1681. (3594)

1935 ans—Standard 8 1946 (reg. 1949) tourer, black, brown leather, excellent condition; terms, exchange, later, open 5/7 week-end and Saturday. Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (1594)

1946 Standard 8hp saloon de luxe, black, beige upholstery, very nice, very good mechanical condition, £475; R.L.M. Motors, Ltd., 101 Brighton Rd., Coombe, Surrey. Tel. Updown 464. (1466)

£350—Standard 8 1939 2-dr. sal., original throughout, very nice, very good mechanical condition; choice 2, many others.
BENNETT'S, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066. Open Mon. to Sat. 9-6. (30 yds Holland Park Tube). (1901)

STANDARD 11
CURSES MOTORS offer—:
THIRTEEN months' written guarantee, 1939 Standard 11 8-door saloon, grey, black leather, in first-class condition; car has been recently overhauled and is offered with full confidence, £389 5/11; deposit at—Dudman Hill Lane, London, N.W.10. Gladiators 6905. (1944)

ROY'S AUTOMOBILES, Ltd. offer—1939 Standard 10 saloon, reconditioned throughout, £365—127, Parkway, N.W.1. Euston 2700. (1795)
1939 (July) Standard Super 1½ de luxe, 4-door saloon, independent front wheel suspension, black red hide upholstery, a specimen car, £495.
BRIDGE MOTORS, Church St., Rickmansworth, Tel. Rickmansworth 2563. (1950)

1947 Standard 12 saloon, reconditioned engine, fully fitted in our works, black leather upholstery, £275.
FERRARIS of Crickwood Ltd., 200-220, Crickwood Road, N.W.2. Old. 2334.
1939 Standard 12 1939 saloon, black, new engine, as new, taxed—14, Osten Mews, Empress Gate, S.W.7. Western 1242. (3610)

1947 Standard 12 saloon de luxe, black, good type 1939 low mileage, excellent condition, £495—Richmond, Barley, Tel. Barkway 226. (1501)
1934 Standard 12 saloon, very good mechanical order, very nice coachwork, £125; 184 10 a.m.—7 p.m. (1954)
£425—1939 Standard Super 12 de luxe saloon, excellent condition, similar to post-war model—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 8484. (1262)

1939 Standard 12 saloon, black, 45,000 miles, unmarked inside and out, passenger, windscreen, 10 new battery, good tyres, £525—Bernard, 12, Brook Road, Brentford. (1563)
£235—1935 Standard Avon special sports 12/4, 4-door, cream, red hide interior, very clean condition, good tyres, excellent runner, bargain—The Haverstock Garage, Haverstock Hill, N.W.11. Tel. Gulliver 2423. (1652)

WALTER SCOTT, Ltd.—1948 Standard 12 drop head coupe, grey, carefully maintained, excellent condition throughout, one owner, £625; terms, exchanges—39, Queensway Crescent, Hammersmith, N.W.3. (Finchley Tube). Pri. 5914. (7013)

DICKS (September) Standard 14 saloon, as new, fitted radio, specimen car, £850.
DICKS CAR SALES, Ltd., 585-601 High Rd., Kilburn, Maida Vale 688-9. (1747)
BOON & PORTER, Ltd.
1948 Standard 14 saloon, grey with blue leather upholstery, 24,000 miles, £650—Castelnau, S.W.13. (By Hammersmith Bridge) Riverside 4334. (1809)

RHIND'S MOTORS offer—:
JANUARY, 1939, Standard 14hp de luxe saloon, maroon with red hide upholstery, 6 very sound wheels, cost only £425.
RHIND'S (MOTORS), Ltd., 130, Finney Lane, Heald R. Green, Cheshire, Tel. Oakley 3514. (1955)

1948 series Standard 14 saloon, excellent, £695.—Harcot Motors, Leamington 1364.
1947 Standard 14hp saloon, black, fawn upholstery, very nice, one owner, £765—Vandervelle (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.11. Pri. 5914. (1151)

1947 Standard 14 saloon, black, fawn leather (June), 95% shagreen use by an owner, practically unmarked; try £750—Kirk, Sheaves, 1894 (3110), Sussex. (1894)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1948 STANDARD 14, black, red leather, radio, low mileage, as new. £895—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 313-3. (1285)

1949 Vanguard saloon, fitted radio and heater; £1,025. (1285)

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, N.W.4. Tel. Hendon 6885-9. (1743)

CAR MART, Ltd.

1950 Standard Vanguard saloon, heater, 8,000 miles. £1,325—Car Mart, Ltd., 150, Park Lane W.1. Grosvenor 5454. (3491)

H. A. SAUNDERS, Ltd. offer:—

1949 Standard Vanguard saloon, black, with blue leather upholstery, 7,000 miles; £1,095. (1285)

1950 Standard Vanguard saloon, maroon, with beige upholstery, 10,000 miles; £1,245. (1285)

836—£42, High Rd., N.12, Hulse 004. (3168)

WARWICK WRIGHT, Ltd. offer:—

1950 Standard Vanguard saloon, grey, grey leather, 8,000 miles. (1285)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (3491)

1949 Standard Vanguard, grey, leather, fine condition. (1285)

GUY ALFRED & Co., Ltd., 6-7, Warren St., W.1. (3072)

GORDON CARS (LONDON), Ltd., 1950 Standard Vanguard saloon, black—Below. (1285)

GORDON CARS (LONDON), Ltd., 1949 Standard Vanguard saloon, grey—Below. (1285)

GORDON CARS (LONDON), Ltd., 1949 Standard Vanguard saloon, black—Below. (1285)

GORDON CARS (LONDON), Ltd., 1949 Standard Vanguard saloon, black—Below. (1285)

GORDON CARS (LONDON), Ltd., 1949 Standard Vanguard saloon, black—Below. (1285)

VANGUARD, 1949, 15,000 mileage, good condition—Williams, 26, Warrinborough Rd., Oxford. (3023)

1950 Vanguard saloon, 9,000 miles; £1,150—Harcourt Motors, Lemsington Spa 194. (3553)

Standard Vanguard saloon, pale blue, beige leather, heater, 9,000 miles, one owner. (3553)

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2950-5-4. (3542)

1949 Standard Vanguard, radio, heater, leather, normal mileage. £965, terms, exchange. (3542)

DODGAS CAR SALES, Ltd., 252, Great Cambridge Rd., Enfield, Tel. Enfield 5150. (3589)

1949 Standard Vanguard saloon, excellent condition, 15,000 miles, terms, exchange. (3589)

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. (3226)

LATE 1949 Vanguard saloon, 1 hand drive, mileage 24,000, gift price £945—26, Trinity St., Ipswich. (3372)

VANGUARD, late 1948, grey, splendid condition; nearest offer, £1,100—10, Marion Crescent, Orpington. (2962)

1950 Standard Vanguard saloon, black, speedometer, 10,000 miles, in very good condition. (2962)

FERRIS & CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glia 2254. (1863)

1950 Standard Vanguard saloon, black, with red leather, loose covers, radio, heater, 8,944 miles only; £1,255. (1319)

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester, Tel. 2568. (3519)

GOLDERS GREEN, H. A. Saunders, Ltd.—1949 Standard Vanguard, grey/red, £1,075—144, Gowers Green Rd., Epsom. (3142)

1950 (June) Standard Vanguard, finished in blue with red leather upholstery, radio and heater, 10,000 miles; £1,226. (3142)

MASON BROTHERS (Motor Showrooms), 151-153, Finsbury Lane S.E. (off The Moor), Sheffield, 1. (7413)

1950 Standard Vanguard, maroon, beige leather, exceptional condition; £1,095—Oxendon Motor, Ltd., Barret 4100. (3169)

1949 Standard Vanguard, grey, radio, heater, 21,000 miles; £1,050 or offer—Highways, South Cliff, Bexhill, Sussex. (3569)

1950 Vanguard saloon, 7,000 miles, as new; £1,250—Barnes Garage, 319, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mat. 1627. (5630)

1950 (Oct.) Vanguard, black, red leather; only 4,000 miles, in very good condition. (3092)

1950 Vanguard, grey, fast interior, one owner, £1,250—Hendon Central Garage, 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 313-3. (1285)

1950 Standard Vanguard saloon, mileage 5,000, black, red leather, heater, trade enquiries welcomed—C. P. Cui, Ltd., 32, Bruton Place, Mayfair 0521-8. (7236)

1950 (August) Standard Vanguard saloon, 1950, leather heater, small mileage; £1,195; 3 months' written guarantee—Brown's Garage, Loughborough (Essex) 4119. (Tube). (4993)

1949 Vanguard saloon, new condition, radio, heater, air conditioner, heater, taxed, quick sale, new car arrived, 840c—Waterfield, West Street, Salcombe, Devon, Salcombe 2273. (3016)

ROSE & YOUNG, Ltd. offer 1950 Standard Vanguard, low mileage, exceptional condition, loose covers, etc., maroon; £995—26-29, Sturtevant Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). (3016)

1950 (Sept.) Vanguard, black, de luxe, leather upholstery, seat covers, heater, spotlight, spare unused, 840c, year, one owner, 13,000 miles, genuine, £1,195—Mallory, 2, Indefatigable Way, Watlington, Tel. 1967. (3747)

ORDER your new Vanguard from Ernest Farnell, Ltd., and be assured of prompt and efficient service.—75, Mannagh Lane, Bradford. Tel. 26277-8. (0214)

1949 Standard Vanguard saloon, green/green leather, radio, heater, 8,000 miles on works, reon, engine, one owner, very clean, any inspection;—Trinity Cars, Ltd., 24, North Side, Wandsworth Common, S.W.18. Vandyke 1166. (5739)

895 gns.—Standard Vanguard, March 1949, saloon, champagne, brick-red leather, radio, one owner, excellent condition; terms, exchange; list: open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (3543)

1949 Vanguard saloon, fitted radio, heater, coach-sleeper, performance, mechanical condition, beyond criticism, impeccable throughout, exceptional value;—925cns; terms, exchange—Home & Overseas Motors, 160, Finchley Rd., N.W.2. Hampstead 0067-8-9. (1112)

SALES, service, spares. (0751)

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas. (0052)

CARS AUTO SALES, Ltd. Standard House, South End, Croydon, Tel. Cro. 6088-9. (0052)

£325—grey, blue hide, excellent runner, below. (0052)

£225—1937 Standard Flying 9 2-door de luxe standard 90 saloon, unreplaceable bargain—Gray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (3537)

TANKARD & SMITH, Ltd. offer the choice of many Standard 9, 10e and 12e from the vast stock of over 200 used cars, all subject to three months' written guarantee.—196, King's Rd., S.W.3. Tel. Fax. 4801-5. (3537)

Standard Cars Wanted

C. M. THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 5454. (3491)

R. ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube) Ham 6041. (3537)

I URGENTLY need post-war Standard.—33, Broadwalk, N.15. (3537)

MARSTON MOTOR CO., Ltd. for your Standard.—N.15. Tel. Sta. 8000.—Seven Sisters Rd., Tottenham. (1041)

CASH buyers of low-mileage Standard 12s, 14s, Vanguards, distance no object.—Hastons, Lord St., Southall. (3537)

C. A. PETO, Ltd., 42, North Audley St., W.1. urgently require post-war small mileage Standard cars in first-class condition.—May. 3051. (3629)

STANER MOTORS, 193. Cricklewood Broadway, N.W.2. require modern Standard cars in good condition, cash or exchange. Tel. Glia. 2480. (0431)

FREE valuation of your Standard within 50 miles.—R.15. Tel. Sta. 8000.—Seven Sisters Rd., Tottenham. (1041)

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FREE valuation of your Standard within 50 miles.—R.15. Tel. Sta. 8000.—Seven Sisters Rd., Tottenham. (1041)

DICKS. STUDEBAKER

1937 Studebaker, 26hp, drop head four-door coupe, recent engine overhaul, good tyres; £375. (3438)

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, N.W.4. Tel. Hendon 6885-9. (1743)

SIMPSON'S MOTORS offer:—

1948 Studebaker Commander, electrically operated hood, all accessories; for full list see under American Cars. (1306)

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691-2. (1306)

Studebaker Cars Wanted

S. M. SIMPSON'S MOTORS (WEMBLEY), Ltd.

The American Car Specialists urgently require all models Studebaker. Wembley 8691/2. (0673)

SIMPSON'S MOTORS (WEMBLEY), Ltd.

The American Car Specialists.

URGENTLY require all models Studebaker. Tel. Wem. 8691/2. (1306)

Studebaker Spares and Service

STUDEBAKER spares; Commander 1938-9, dismantling new vehicle, many new parts; stub axles, rear axle, timing gear, timing gear change mechanism, chassis; we buy Studebakers—Autoparts, 180, High St., Tooting, S.W.17. Balham 5696. (12940)

COMPLETE CAR SERVICE, Ltd. for personal attention to your Studebaker.—Tulse Hill 4505. (0815)

CAR MART, Ltd.

1950 Sunbeam-Talbot 80 saloon, 6,000 miles; £1,485. (3491)

1950 Sunbeam-Talbot 80 drop head coupe, 15,000 miles; £1,325. (3491)

1948 Sunbeam-Talbot 2-litre tourer, 6 months' guarantee. £795—Car Mart, Ltd., 320 Euston Rd., N.W.1. Euston 1212. (3492)

NORMAN AUTOS offer:—

1939 Sunbeam-Talbot 10 drop head coupe, must be attractive; £425—346-354, London Rd., West Croydon. Thornton Heath 4657. (12224)

BROOKLANDS for individuality.

1950 Sunbeam-Talbot 80 saloon, metallic green, speedometer reading 10,000. (3492)

1950 Sunbeam-Talbot 80 saloon, black, speedometer reading 4,000. (3492)

BUT or sell your car at

103, New Bond St., London, W.1. Mayfair 8551-6. (3254)

CHARLES FOLLETT, Ltd. offer:—

1949 Sunbeam-Talbot 90 saloon, granite grey, maroon leather, one owner, 14,755 miles, maintained by makers; £1,275. (3492)

18, Berkeley St., W.1. May. 6266.

SERVICE WORKS and Stores, Barnsdale Yard, off Eglon Ave., W.3. Cunningham 55-5. (3492)

1950 Sunbeam-Talbot 90 saloon. (3492)

GUY ALFRED & Co., Ltd., 6-7, Warren St., W.1. Euston 5266. (3297)

WARWICK WRIGHT, Ltd. offer:—

1950 Sunbeam-Talbot 80 saloon, gunmetal grey, grey leather, radio and heater, 9,000 miles. (3492)

1950 Sunbeam-Talbot 90 saloon, black, red leather, 200 miles. (3492)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (3491)

GUY SALMON AUTOMOBILES, Ltd. offer:—

1950 Sunbeam-Talbot 80 drop head coupe, 12,000 miles; £1,295—Portsmouth Rd., Ditching, Epsom 3551-2-3. (3472)

1950 (June) Sunbeam-Talbot 80 saloon, silver/green; £1,475—Bercher, 85, Cl

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM-TALBOT
1950 (July) 90 saloon, one very careful owner, radio, heater, etc.; £1,565.—Mitchell, 1, Balham High Rd., S.W.12. (1860)
1946 Sunbeam-Talbot 10hp drop head four-seater coupe, exceptional condition, 6,895; 3 months' written guarantee.—Brown's Garage, Leighton (1829) 4119. (Tub.)
1950 (November, 1948) Sunbeam-Talbot 80 saloon gunmetal, as new throughout, one owner, £1,195.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. (2478)
1950 Sunbeam-Talbot 90 convertible coupe, one careful owner, 10,000 miles only; £1,395.—Garage Service Co., Moor Lane, Golders Green, N.W.11. Reedville 5405. (1365)
1947 Sunbeam-Talbot 10hp saloon, black with beige upholstery, very good condition throughout, £745.—M.R. Motors, 356, New Cross Rd., London, S.E.14. Tideway 3779. (5187)
1949 Sunbeam-Talbot 90 saloon, under 15,000 miles, one owner, very with grey leather upholstery, carefully serviced and maintained.—Offers to Tanner Bros., Ltd., 871-5, Fulham Rd., S.W.6. Renown 4404. (1880)
1948 (April) Sunbeam-Talbot 10 saloon, gunmetal, 15,000 miles, heater, maintained by masters in perfect condition, no dealers; £2,300.—A.R. Motors (8) Ltd., Central Ave., West Molesey, Surrey. Molesey 4536. (2669)
1950 Sunbeam-Talbot 90 saloon, satin bronze, red leather throughout, rim bellishers, over-riders, heater, 10,000 miles, one owner only, indistinguishable from new; £1,475.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 5451-2. (2798)
TANKARD & SMITH, Ltd., offer 1947 Sunbeam-Talbot 2-litre open 4-seater with grey leather upholstery, moderate mileage only, coachwork and all-weather equipment in first-class condition, mechanically very sound, £775, three months' written guarantee, also 200 guaranteed used cars of all makes.—190, King's Rd., S.W.3. Tel. Flaxman 4901-3. (1582)

Sunbeam-Talbot Cars Wanted
ROOTERS.
DISTRIBUTORS.
REQUIRE modern low-mileage Sunbeam-Talbot cars.
BIRMINGHAM.—Lower Temple St. (Central 8411).
BIRMINGHAM.—129, Deansgate. (Blackfriars 6677).
MALDENSTONE.—(Maldstone 3333).
CANTERBURY.—(Canterbury 3252).
ROCHESTER.—(Chatham 2231).
WROTHAM Heath.—(Borough Green 4).
ROOTERS, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 5401. (1011)
ROWLAND SMITH'S, the Sunbeam-Talbot buyers,—Hampstead High St. (Hampstead Tube). (0990) 6041
ALMOST new Sunbeam-Talbot required; cash payment.—A. Morley, 54, Streatham Hill, S.W.2. Tel. Hill 4448. (0850)
CASH buyers of low-mileage Sunbeam-Talbot 10s and 2-litre, 3-litre no object.—Huttons, Lord St. Southport. Tel. 2262. (1002)
PRIVATE buyer requires 1948 10hp Sunbeam-Talbot saloon, small mileage, in perfect condition.—Riley, 93, Harwood, Bury, Boscobel, Bournemouth. Tel. Southbourne 4724. (1692)
CRIPPLES, of Nottingham, urgently require all recent models Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot Distributors, Parliament St., Nottingham. Tel. 46541. (1062)
BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath Ltd., 180-182, Newhall St., Birmingham, and Lower Temple St., Birmingham 2. (1009)

TALBOT
1938 Talbot, 3-litre 4-seater; £375; exchanges, terms.—55, York St., Twickenham, Popesgrove 1890. (1528)
WELBECK MOTORS, Ltd., proudly present another new, pre-war car.—
1938 said, far better in every way than many 1-run-off-vehicle, and the mileage and the car has hardly been used at all, everything original, and at brand new, £550.
WELBECK MOTORS, Ltd. (Car Sales Division) of the World-Famous Car Hire Company, 107, Crawford St., London, W.1. Welbeck 3991. (1474)
1934 Talbot 75 saloon, blue with blue leather, in very good mechanical order, carefully looked after; £135.—Herbert Robinson, Ltd., Cambridge, Tel. 4461. (1720)
£160—Talbot 75 saloon, 1934, 18hp, nice condition and appearance, good tyres, battery, gear box reconditioned, taxed.—7, Radcliffe Rd., Croydon 1505. (1330)
1950 (May) Talbot drop head coupe, 12,000 miles, bronze with red leather; £1,225.—Bells Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185. (1578)
£250—Talbot 105 drop head, Young coach-built, new tyres, Marchal lamps, very many spares, splendid performance, genuine reason for sale.—Henry Raffael, 11, Burton St., Nottingham. Tel. 42999 (week-days). (1371)
TALBOT 21 saloon, first registered 1936, but in almost post-war condition, this car was the property of a doctor, who maintained it in first-class condition regardless of cost, recently reconditioned back and in same order throughout. £375.
ROBIN WOOD MOTOR WORKS, Crystal Palace, S.E.19. Stridenham 6500. (1637)

TALBOT
1938 Talbot 10 saloon, just reconditioned, silver gunmetal, in very good condition throughout, not an oil; £430.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. (1743)
£350 will purchase very smart Talbot 10hp saloon, black with green upholstery, exceptionally well maintained throughout 15,000 miles, first registered 1936, but looks years younger.
CALTON GREEN GARAGE, 122, Clifton York, Tel. 35250. (1733)
Talbot Cars Wanted
ROWLAND SMITH'S the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0991)
TRIMPH
DICKS.
1948 (November) Triumph 1800 saloon, superior condition; £1,075.
1948 Triumph 2000 Roadster, very low mileage, superb condition; £975.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6880-8. (2567)
NEWNHAMS LTD.
1946 (October) Triumph 1800 saloon, black with beige, fitted radio, loose covers, excellent condition; £1,055.
NEWNHAMS HOUSE, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. (2309)
CAR MART, Ltd.
1950 Triumph 2000 Renown saloon, 8,000 miles; £1,395.
1950 Triumph Mayfair saloon, radio, heater, 10,000 miles; £1,165.
1949 Triumph 2000 Roadster, 14,000 miles; £1,150.
CAR MART, Ltd., 150, Park Lane, W.1. Grosvenor 2343. (1305)
TOM GARNER, Ltd., offer:—
1949 Triumph 200 Roadster, black with red leather, radio, 6,000 miles only.
TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. (3060)
H. A. SAUNDERS, Ltd., offer:—
1950 Triumph Renown saloon, grey, with grey leather interior, 10,000 miles; £1,495.
836—842, High Rd., N.12, Hixside 0034. (5159)
H. A. SAUNDERS, Ltd., offer:—
1950 Triumph Mayflower saloon, grey, radio and heater, 5,000 miles; £1,245.
836—842, High Rd., N.12, Hixside 0034. (2157)
CHARLES POLLETT, Ltd., offer:—
£1480—Triumph Renown saloon, 1950 gunmetal, grey leather, one owner, heater, 28,000 miles outstanding condition; reasonably priced.
18, Berkeley St., W.1, May, 6206.
SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9, Cunningham 5956-8. (3425)
C.M.I. CAR SALES (Pri. 6623), offer:—
1950 model Triumph razor-edge saloon, black, chauffeur maintained immaculate.—Levin Cottage, Finchley Rd. N.W.3. (1132)
GUY BALMOT AUTOMOBILES, Ltd., offer:—
1949 Triumph Roadster 2000 model; £1,195.—Portsmouth Rd., Thames Ditton, Esherbrook 5521-3.
D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—
1947 Triumph 1800 Roadster, polychromatic grey, blue interior, fitted radio, twin carburetors, twin headlights, etc., condition immaculate, taxed, £975.—D. J. Shepherd & Co. (ENFIELD), Ltd., 455, Herford Rd., Enfield, Howard 1651. (2296)
A.C. SERVICE STATION (LONDON), Ltd., offer:—
TRIMPH Renown, 1950, black, beige leather, 8,000 miles, £1,565.
NORTH Circular Rd., Stonebridge Park, N.W.10. Einar 5585 (5 lines). (1560)
1949 Triumph 2000 Roadster, terms, exchanges.
GEOFFREY NEWMAN & Co., 569, Euston Rd. N.W.1. Euston 4466. (5296)
GORDON CARS (LONDON), Ltd., 1950 Triumph Renown saloon, grey.—Below.
GORDON CARS (LONDON), Ltd., 1950 Triumph Renown saloon, black.—Below.
GORDON CARS (LONDON), Ltd., 1950 Triumph Mayflower saloon, grey.—Below.
GORDON CARS (LONDON), Ltd., 1949 Triumph 2000 saloon grey.—Below.
GORDON CARS (LONDON), Ltd., 1949 Triumph 2000 Roadster, grey.—Below.
GORDON CARS (LONDON), Ltd., 1948 Triumph 1800 Roadster grey.
GORDON HOISE, 375 Euston Rd., London, N.W.1. G Euston 6611. (3270)

£135—4hp Triumph 2-seater, engine overhauled, new battery.—Tel. Archway 5137 after 6 p.m.
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1949—1948 Triumph 14 Vitesse saloon, good condition.—Autonpark, 1, Balham High Rd., Balham 1509. (5635)
1949 Triumph 2,000 saloon, metallic grey, 8,000 miles; £1,450.—Tel. Archway 5137 after 6 p.m. Audley St., W.1, May, 5051. (5312)
1948 (December) Triumph 2000 Roadster, grey, with red interior, 10,000 miles; £1,975.—W. H. W. H. & Co., Ltd., Abbey 6896. (1726)
1939 (Dec.) Triumph 14 Vitesse 4-door saloon, in sound order, 6,235.—A.E. Motors, Rd. merston Rd., N.W.6, Mai. 4723. (2810)
1946 Triumph 1800 drop head Roadster, black, beige leather, immaculate throughout, low mileage; 4,745.—Tel. Sherburn-in-Spa 3719. (3065)

TRIMPH
TRIMPH Renown R. 8 saloon, 5,391 miles, absolutely as new; £1,550.—Blue Star Garages, Ltd., 364, Kensington High St., W.14 (West Kensington 8951-2). (2999)
1950 Triumph Renown, 13,000 miles; £1,425.—Clayton's Cars (London) Ltd., 387, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (3133)
1937 Triumph Vitesse 14hp saloon, colour maroon, an attractive family car; £425.—M. R. Motors, 536, New Cross Rd., London, S.E.14. Tideway 3779. (5186)
1950 (N.V.) Mayflower, black, excellent condition, loose covers, 17,000 miles; £1,150, or near offer.—Turk, Small Barn, Coe Mead, Wootton, Berks. (13779)
1950 Triumph Renown, low mileage, chauffeur, 35,000 miles; £1,450.—Sidney Marcus, 25, Skene St., S.W.1. Tel. Skene 3557 (570). (1571)
1939 Triumph New 12 saloon, black, alloyed 11,000 miles genuine, two owners; £575.—Silverthorne Motors, Ltd., 1013 Finchley Rd., N.11, Meadows 2288. (1708)
1949 Triumph 2000 Razor Edge saloon, grey, leather, ex. cond., 20,000 miles, fitted radio; £1,175.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3356. (5048)
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EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Marfair 9951) and 12, Chelsea Manor St., S.W.3 (Pashan 8191). (17009)

DICKES

1948 Wolseley 8 saloon de luxe, roomy 4-door de luxe, high performance, £750. (13576)

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Middlesex 6880-5. (13458)

NORMAN AUTOS offer:—

1939 40 Wolseley 14 saloon, black body, brown leather upholstery; £295.—346-354, London Rd., West Croydon, Thornton Heath 4657. (12227)

RUSSELL MOTORS offer:—

1950 Wolseley 4.50 saloon de luxe, 6,000 miles, fitted heater. (1359)

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.7, Tel. Sloane 9288. (13904)

1947 WOLSELEY 14, superb condition, black brown leather upholstery, excellent condition. Also other post-war Wolseley models available. (1359)

ALFRED & CO., Ltd., 6-7, Warren St., W.1, E. 3250. (1359)

1938 Wolseley 14 saloon, superb order, £470, below.

1947 Wolseley 18, black, superb; £825.—Smith & Hunter, Ltd., 378, Kensington High St., London, W.14, Tel. Winton 2715. (13601)

1938 Wolseley 18, black, brown leather, condition perfect; £435.—Borchurch 3889. (13599)

WOLSELEY

KENTH & THOMPSON, Ltd.

1947 Wolseley 14 saloon, black, with brown leather, exceptionally well maintained throughout. (13549)

564 park 5477. (13549)

HAROLD RADFORD & Co., Ltd.

1949 (first registered July 1950) Wolseley 15 3500 miles, indistinguishable from new. (17905)

HAROLD RADFORD & Co., Ltd., Meiton Court, 17, South Kensington, S.W.7, Tel. Kensington 6648 (15 lines). (17905)

WARWICK WRIGHT, Ltd., offer:—

1950 Wolseley 6.50 saloon, maroon, brown leather, 4,800 miles. (1952)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 3761. (1952)

A. SAUNDERS, Ltd., Radlett, Herts. (1952)

1950 Wolseley 4.50, mileage 12,000.—Tel. Radlett 6167 and 5649. (12518)

H. A. SAUNDERS, Ltd., Radlett, Herts. (12518)

1950 Wolseley 6.50, mileage 10,000.—Tel. Radlett 6167 and 5649. (12519)

1950 Wolseley 4.50, negligible mileage. (12519)

GUY ALFRED & Co., Ltd., 6-7, Warren St., W.1. (17004)

GORDON CARS (LONDON), Ltd.—1950 Wolseley 6.50 saloon, maroon.—Bourne. (12519)

GORDON CARS (LONDON), Ltd.—1950 Wolseley 4.50 saloon, fawn.—Bourne. (12519)

GORDON CARS (LONDON), Ltd.—1949 Wolseley 4.50 saloon, fawn.—Bourne. (12519)

GORDON CARS, 373, Euston Rd., London, N.W.1. (12519)

1938 Wolseley 21hp saloon, black with green leather, immaculate; £425. (12405)

FOR GORDON Road Garage, 373, Euston Rd., Southampton, Tel. Burnside 385. (12405)

1946 Wolseley 19 saloon, since, in first-class condition, smart, new car, £735. (12405)

FERRIS OF CRICKLEWOOD, Ltd., 800-220, Crickwood Broadway, N.W.2, Oia 2354. (16515)

1949 Wolseley Four Fifty saloon, heater, one owner, £466. (13579)

GEORGE NEWMAN & Co., 569, Euston Rd., N.W.1, Euston 4466. (13579)

WOLSELEY 12, 1937, new tyres, engine reconditioned, copic perfect; £425.—Walsington 6729. (13015)

1950 Wolseley 6.50 saloon—Autocare, Ltd., Winchester. Tel. Winton 2715. (13601)

IMMOUSE, 1939 25hp Wolseley, not ex-hire; Wines, 135, Lawton-Goodman, 135 Crickwood Broadway, N.W.2. (1279)

BEARTE of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston, Tel. 3248. (13015)

1950 Wolseley 6.50 saloon, mileage only 6,000; 1950 heater and radio, new throughout; price £1,450, terms. (13579)

CLIFTON GREEN GARAGE, 123, Clifton, York.—Tel. 55230. (17228)

WOLSELEY 1937 12 black saloon, bodywork excellent condition, good tyres, 21mpg, taxed, £775. (15595)

£165—Wolseley 12hp Hornet saloon, 1936 model, excellent condition, genuine bargain. (15595)

1938 Wolseley 14 de luxe saloon, guaranteed, £440; payments.—Vaughan, 17, Astoria Road, S.W.7, Pro. 1519. (1361)

1939 Wolseley 14hp saloon, black, a really excellent car, £350.—Wembley, Court 3259. (1750)

High Rd. Wembley, Arnold 5221-2. (1750)

£1075—Wolseley 450 saloon (Sept. 1949) one owner, 11,000 miles.—Traynor Motors, Ltd., East Ham, Grangewood 2550. (1306)

1947 Wolseley 10 silver grey saloon, 17,000 miles, exceptional condition throughout, rev. 1940, 1950, one owner; £150.—Box 4901. (13565)

(June) Wolseley 450 saloon, radio, heater, etc., very fine order, £1,005.—A. E. Palmer Motors, Ltd., 12, Church St., Luton 4212. (1619)

1937 Wolseley 14 de luxe saloon in really excellent condition throughout, £595.—Jacquard, Ltd., 225-7, Hammermith Rd., W.6, Riverside 6677-8. (1794)

1939 Wolseley 14hp saloon de luxe, excellent condition; £595; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tulse Hill 6489). (1359)

WOLSELEY 6.50, May 1950, under 20,000 miles, in first-class condition, radio and heater.—McAulian, 123, Bramhall Lane, Bramhall, Cheshire. (1343)

1938 Wolseley 14, fitted radio, good tyres, excellent mechanical condition, bargain to clear.—Motors, Palmerston Rd., N.W.6, Mal. 2715. (13564)

1950 (Sept.) Wolseley 6.50 saloon, speed, 14,49, one owner, immaculate grey, £1,425.—Holand & Hollinshead, Alinger, Stoke-on-Trent.—Tel. Alinger 407. (13452)

WOLSELEY (late 1950) 6.50 grey saloon, showroom condition; 7,000 miles; one owner; view by appointment; no dealers.—Mercury Garage, 25, Wellington St., Leicester. (13545)

ARCHIE SIMONS & Co., Ltd.—Wolseley 12 saloon, a colour black, brown leather upholstery, reconditioned throughout, full guarantee.—94, O. Portland St., W.1, Jan. 1547. (13452)

1950 (Oct.) Wolseley 6.50 saloon, grey, 7,000 miles, quite untraced; £1,375; exchanges, deferred terms.—John B. Tinsford, Ltd., 179, Westbury Grove, W.11, Bay. 4274. (13764)

365—Wolseley 10/40 1937 de luxe 4-door saloon, in excellent condition, brown leather, carefully maintained, 9-7 week days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 3041. (13546)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

1949 (Aug.) Wolseley 6/50 saloon, 14,000 miles on only one private owner (surgeon), finished black leather upholstery, fitted H.M.V. push-button radio heater, twin spotlamps, chromium ladder-bar, taxed December, the whole car in spotless condition throughout. Trade enquiries welcomed.

MOTOCAR (LONDON) Ltd., Great North Rd., Finchley Station, N.2. Tel. 2501-2. (1763)

NAYLOR & ROOPE, Ltd., 1950 Wolseley 4/50 saloon, black, brown hide, 1,900 miles only, indistinguishable from new, £1,512; 6 months guarantee, choice of 100 quality cars; demonstrations within 100 miles; terms available—25, East Hill, Clapham Junction, S.W.19. Tel. 2272. Open 9-6 each week-day including Saturday.

A & S Limousine 25hp. 1950 April registration, black, back forwards; leather throughout, excellent.

8000 miles only, 1948 25hp Limousine, one owner, black, excellent condition. Seen—

LIVE & SAUNDERS LTD., Providence Court, North Audley Street, W.1. Tel. 2941. (3182)

Wolseley 4/50 Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars—350, Euston Rd., N.W.1, Eus. 1212.

Wolseley 6/50 Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars—150, Park Lane, W.1. Tel. 3434.

Wolseley Cars Wanted

R S ROWLAND SMITH'S the Wolseley buyers.—Hamstead High St. (Hamstead Tube). Open 9-7 week-days. Bairs.

E EUSTACE WATKINS, Ltd., as sole London Wolseley distributor with the largest Wolseley clientele, are the best market for used Wolseley cars.

C EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Fitzman 8181).

C CASH immediately for good Wolseley.—H. F. Edwards, 154, Gt. Titchfield St., W.1, Langham 0012. (19710)

S SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Wolseley from 1937 onwards.

—Wembley 6691-2.

C CASH buyers of low-mileage Wolseley 6/50, 12/48, 14/60, 4/50, distance no object.—Hastings, London, S.W.13, Tel. 3269.

7 Better Limousines 25hp-Series Three. Details please.

Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair 2941.

B LAKES, Wolseley distributors will purchase any non-convert Wolseley car—110, Bold St., Liverpool, 1, Tel. Royal 6622.

1939 Wolseley 25hp series 3 7-seater limousine.—R. Hardy & Son 55, Marylebone High St., W.1, Tel. Weibek 1101-3. (3316)

1939 valuation of your Wolseley within 50 miles of London at Tankard & Smith, Ltd., 154-156, Kings Rd., London, S.W.3. Tel. Fitzman 4601 (5 lines). (3072)

Wolseley Spares and Service

LARGEST stock of spares and repairs.—Hamsey Motors Ltd., 242-248, High St., Barnet 3340. (10707)

LARGEST and quickest spares service in the South of England.—Stevens Garage, Ltd., Reading. Tel. 4436. (10079)

FOR Wolseley service consult the Wolseley specialists.—W. T. Mason & Co., 2, Ley St., Ilford. Tel. Ilford 0961-1. (10974)

FOR Wolseley mudguards, running boards, 1935-46.—Brooks & Son, 6, Frederick Place, Brighton. Brighton 21147. (10386)

R. HARDY & SON, 55, Marylebone High St., W.1. & Weibek 1101.—Spares, reconditioned units, service and repairs for all Wolseley 1937-1951 models. (10516)

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Fitzman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. (10717)

BROCKHURST GARAGE.—Harrow agents for Wolseley sales, service, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 501. (10004)

WOLSELEY 25hp Phase II and III spares; we can supply any new spare parts you may wish, including complete units, and at normal prices.—Nethergate Garage, Ltd., 154 Nethergate, Dundee, Scotland. Tel. Dundee 4638. (10996)

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RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists!

200 cars under £400, drive away immediately on our Atomic-hire-purchase plan—purchase optional, no fuss, no formalities, no enquiries; every car plainly marked with price and year; top price in part exchange.

RAYMOND WAY, Canterbury Rd., Kilburn (150 yds R. Kilburn Park Station Bakerloo Line), Maida Vale 0044 (10 lines). Hours 9 a.m. to 7 p.m. (week-days).

ROBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 28 years.

LARGEST stock of superior small h.p. cars in the Midlands at prices from £38-£450.—Midland Motor Co., Traffic St. (Island), Derby. (1 minute bus station) Tel. 2340. Open week-ends. (1346)

"THE Autocar Handbook: A Complete Guide to the Modern Car." Twentieth Edition. The completely revised edition of this popular handbook for the non-technical reader explains in detail, with an abundance of clearly drawn illustrations, the mechanism of the modern car. Details of components of older-type cars are also described in full. Some 740 pages, 242 pages, over 280 illustrations. Price 5/- net. By post 5/4 from all booksellers or The Publishing Dept., Dorset House, Stamford St., London, E.C.4. (12757)

MERES & MERES, Ltd. (Est. 1893).

PIONEER firm of the motor industry.

WOULD appreciate receiving from you fullest particulars and figure required of the car you have for sale, irrespective of horse power and type of coachwork if in excellent condition to buying agent.

The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. (3258)

MISCELLANEOUS CARS WANTED

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Miscellaneous Cars Wanted

ROWLAND SMITH'S, the car buyers.—Hamstead High St. (Hamstead Tube). Open 9-7 week-days. Bairs.

MARBLE ARCH, of Watford.

POST-WAR cars wanted urgently, purchased for cash, all makes, mileage under 10,000, must be in very good condition.

MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford, Herts. Tel. Watford 4491. (10065)

SMAIL, hp. low mileage cars, 1938, 1939 and 1940, urgently wanted for cash.

KING'S AUTOS, 725-727, High Rd., Seven Kings Essex. Tel. Seven Kings 3556 and 5537. Open week-days 9 a.m. to 7.30 p.m. (10675)

ROADWAY MOTOR CO. want really good, low hp, pre-war or post-war cars; spot cash or sell on commission.—3-15, Russell Rd., Wimbeldon S.W.19. Liberty 2494. (10643)

RAYMOND WAY, the hire-purchase specialists, are still buying cars of all types, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.4. Maida Vale 0044 (10 lines). (10673)

A CASH offer on the spot for cars, motor cycles, trailers, any make or model; cash; h.p. acres settled.

Write, phone or call, Pride & Clarke, Ltd., stockwell Rd. S.W.9. Brixton 2851. Ext. 150. (10734)

NAYLOR & ROOPE, Ltd., are cash buyers of

Austin 8, Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley 255, East Hill, Clapham Junction, S.W.18. Battersea 5278. Open 9-6 p.m. each week-day including Saturday. (10587)

MOTOR REPAIRS

A & S Offer certain quality Hearses—Certified mechanically—inspection invited.

HUMBER Phase-III six bearer 5-door streamlined Coachwork, lavishly equipped.

FORD V.8 20hp 1937 Bearer Hearses, seating six, adjustable hire table, £495. Also

Old-Rover 30hp 1935 Bearer (Deuxe Deck Coachwork); extensive exclusive equipment, reasonable cost. Alpe & Saunders. (The Funeral Trade Coachbuilders) Providence Court, North Audley Street. (13178)

DAMLER hearse, modern body, very reasonable condition.—Can be seen at 40, deloche Engineering, St. Albans, Herts. Tel. St. Albans 632. (2950)

MOBILE CATERING, KITCHENS ETC.

CATERERS, shops, kitchens and kiosks, new and used, vehicles and trailers.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. (13978)

MOTOR CYCLES FOR SALE

100 new motor cycles all makes in stock for immediate delivery; also a selection of second-hand solos and combinations.

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SPECIALIST, offer a large selection of new models for immediate delivery; exchanges, hire purchases, everything for the motor cyclist.—364-368, High Rd., Leyton, E.10. (10341)

NEW and used, large selection.—Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. (13987)

This section closes for press at 10 a.m. on Fridays

COMMERCIAL VEHICLES

NEWNHAMS, Ltd.

1949 Austin A40 van; £255.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. (3453)

COACHCRAFT offer:—

1950 (April) Ford 5cwt van, one owner, carefully used, taxed, £425; available for A.A. or R.A.C. inspection, terms and exchanges.

COACHCRAFT, Elm Rd., Evesham, Tel. 6539. (2508)

GUY ALFREDS offer:—

1950 Ford 5cwt van, negligible mileage.

1949 Ford 10cwt open builder's pick-up, low mileage.

1949 Morris 10cwt van.

1948 Morris 10cwt gown van.

1947 Ford 8 utility.

GUY ALFREDS & Co., Ltd., 6-7 Warren St., W.1. Euston 3262. (12299)

ROUNDABOUT offer:—

1945 Fordson 10cwt van, in very nice condition throughout, £350.

ROUNDABOUT GARAGE, Western Ave., Greenford, N. Middx. Waver 1071-3. (2301)

SIMPSON'S MOTORS offer:—

1950 Standard Vanguard van, as new, just out of cover.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 6691-2. (3190)

RUSSELL MOTORS offer:—

1946 Ford 5cwt van, one owner carefully serviced.

THE above vehicle subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St. S.W.1. Tel. Sloane 9288. (11225)

1950 Fordson 10hp pickup, £465.—Grove Motors, North Rd., Southall 3477. (3905)

MORGAN'S GARAGE offer:—

1949 Standard Vanguard van, in grey primer, mileage approx. 23,000; has been very well maintained. £605.

1950 Austin 25cwt 3-way van, moderate mileage, excellent condition throughout, £625.

MORGAN'S GARAGE (HOUNSLOW), Ltd., 750 London Rd., Hounslow, Tel. Hounslow 4422. (2294)

MONTROE MOTORS offer:—

1938 Bedford 10cwt van, good condition throughout, £195.

1945 Ford 10cwt van, excellent condition all through, £355.

1946 Jowett Bradford 10cwt van, green, low mileage, £345.

1948 Jowett Bradford 10cwt van, blue, splendid condition.

1940 Morris 10cwt van, taxed and ready for immediate use, £315.

MONTROE MOTORS (N. H. Rowell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. (3745)

PALMERS MOTORS, Ltd. offer:—

1950 Bedford 12cwt van, £685.

1949 Austin 25cwt van, 3-way, £535.

1947 Austin 10cwt van, £350.

1946 Ford 10cwt van, £350.

PEXCHANGES, terms.—53, York St., Twickenham, Surrey 1980.

WOTTS AUTOMOBILES, Ltd., offer 1950 Ford 10cwt van, 11,000 miles, £485.—127, Parkway, N.W.1. Brixton 8700. (1790)

1948 Ford 8 van, superb condition, £350.—A. E. Palmer Motors, Ltd., 12, Church St., Luton 4212. (3620)

WOODS, 1950 Fordson 10cwt van.—British & Colonial Motors Ltd., Upper St. Martin's Lane, W.C.2. Tel. Tem. 3548. (13515)

1950 (October) Vanguard van, 7,000 miles only, plain green, £775.—Bells Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185. (3574)

MERES & MERES, Ltd. (est. 1893) offer:—

1950 (March) Fordson 5cwt van, dark green, and black, plain sides, 11,000 miles, body unscratched, one owner, in practically new condition. £515.

—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. (3257)

READ BROS. MOTOR CO. (LONDON) Ltd., offer:—

1949 (October) Ford 10cwt van, one owner, £555.

1949 (September) Bradford 10cwt van, one owner, £425.

1948 (October) Bradford 10cwt van, one owner, £425.

1949 (October) Austin A40 van, one owner, £605.

MANY others; terms exchanges.—56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1044. (10443)

1950 Ford 5cwt van, plain colours, low mileage; £450.

NOVEMBER, 1949, Bedford 10-12cwt, in excellent condition, £395.—Wimbush & Co., Ltd., 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100. (3385)

RENAULT 1950 model 5hp 6cwt van, cream, taxed, as new, £475.—Bairs.

RENAULT 1950 12hp 10cwt van, black, reconditioned, roomy, £195.

RENAULT 1945, Burbiton Hill Rd., Burbiton, Elmbridge 1873. (18942)

1946 Bedford 10-12cwt, dark blue, in very good condition, £425.

HUMBER Snipe van, painted maroon, mileage negligible, first registered September 1948, £250.

WOODWARD & SON, Ltd., Alcock Works, By-pass Rd., Formby, nr. Liverpool, Tel. Formby 630. (2958)

1950 Vanguard van, 10,000 miles; £695.—Harcourt Motors, Leamington Spa 1904. (1354)

AUSTIN A40 pick-up, 2000 miles, £650.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. (11269)

1946 Austin 5cwt van, one owner, £295.—A. Z. Motors, Palmerton Rd., N.W.8. Mai. 4753. (13545)

1946 (April) Austin 11hp 10cwt van, black, unfettered, very sound and clean, harness, £375.

RHIND'S (MOTORS), Ltd., 120, Finney Lane, Reald Green, Cheshire. (1956)

JOWETT

AVELIN and Bradford main agents, sales and service specialists.—Newnham House 235-9 Fiammersmith Rd., W.6 Riv. 4646 10308

RENAULT.—Distributors for Birmingham.—Henry Garner, Ltd., Showrooms 221, High St., Deritend.

ies and service facilities, hire purchase and insurance arranged immediately.—Call, 'phone or write Marston Motor Co., Ltd., Seven Sisters Rd., Tottenham, N.15.

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INSURANCE
R. J. MOFFATT & Co., specialized repair shop, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 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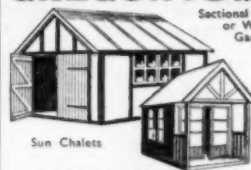
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(anticipated!) for 1952. For 1951 we can offer you a selection of about two dozen 1946-1950 post-war American cars from \$955 to \$2,750 and over 400 English and pre-war American cars from £175 to £1,950.

POST-WAR AMERICAN CARS

BUICK Super Eight six-seater Drophead Coupe (Convertible), 1949 model with electrically operated hood and window "lifts" (push-button controlled) immaculate black and super modern body styling finished in deep maroon with heavy chromed relief, "mouth-organ" front and all the latest production features and extras, leather trimmed upholstery, built-in radio, heater, de-misting and de-icing, map-lights, "Bashway" traffic indicators, pre-distribution hand-brake release etc. the whole car in most magnificent order throughout, small mileage ... £2,750

BUICK Super Eight Series 50 (31 h.p.), four-door six-seater Saloon, 1949 model fitted at extra cost with latest type Dynaflow Drive, body styling similar to the latest production model, fenders flowing into body with three chromed "venti-ports" on forward fenders, enlarged curved windscreen and rear window, Pilot-Centred "instruments with all extras and accessories as above model, one wealthy and fastidious owner, chauffeur-maintained and driven, recorded mileage 14,500 but whole condition would indicate very much lower figure ... £2,450

BUICK Dynaflow Roadmaster Eight Series 70, 1949 model, six-seater Saloon with Hydraulic Drive, the most expensive Saloon of its year produced by Buick, immaculate Lustre maroon bodywork with full-length chromed waistline and rubbing strips, gravel guards, extra large type bumpers and heavy chromed front of latest design, sumptuous interior furnishings with Nylon loose seat covers, all extras, radio, heater, concealed automatic interior lighting etc., performance and mechanical condition leave very little to be desired ... £2,750

BUICK Special Eight Series 40 Six-seater Saloon, Jan. 1947, four-door model with "new-look" mouth-organ front and super modern bodywork, immaculately finished black with dark grey broadcloth upholstery, Nylon mesh, plastic loose seat covers, radio, heater, traffic "Blinkers", automatic door-lights etc., almost new Whitehall tyres, recent complete servicing by distributors ... £1,195

CHEVROLET Fleetline Six-seater four-door Saloon 1948 model Series "FK 6" with the three horizontal heavy chromed bars to frontal grille, body styling similar, to current model with streamlined sloping back, full length chromed waistline, condition of coachwork and interior almost indistinguishable from new, very small mileage, all extras, heater, radio, seat covers ... £1,395

CHEVROLET Styline Saloon, super de Luxe model 1949, full six-seater with frontal "intake-vents" integral body front fender design in the very latest style enlarged curved windscreen and clear vision rear window, coachwork and interior largely without blemish, cluster type instruments in stylish chrome panel, lighting, all extras, Whitehall tyres, large type embellishers, superb mechanical order and exceptionally small mileage ... £1,795

CHEVROLET Fleetline Sportmaster Six-seater Saloon 1948 model, special series and a rather scarce example with additional "venti-ports" to rear fenders, windows, similar frontal appearance and body style to the 1948 model above, superb finish in latest Lustre maroon, Nylon loose seat covers, radio, heater, latest "Screenwash", air horns, searchbeam passlights and every possible luxury, one owner only since new, genuine mileage 13,600 ... £1,415

CHEVROLET Stylemaster Six-seater Saloon 1945 late registration, horizontal barred "new-look" front, fenders extending into doors, a very smart and attractive looking car, moderate mileage and in outstanding order ... £2,250

CHRYSLER Fluid Drive Six-seater Touring Saloon 1947 model, with latest Fluid Drive and Hydraulic Transmission fitted at extra cost, immaculate black finish, leather trimmed interior, full mouth-organ front and streamlined body styling, loose seat covers, radio, heater, door-lights, Whitehall tyres etc., maintained and serviced by main Chrysler distributors since new, nominal mileage, tip-top mechanical condition and superb performance ... £1,425

FORD V-8 Special Custom Six-seater Drophead Coupe (Convertible), 1949 production, equipped with overdrive, and current production style, low body, extra wide chromed fenders flowing into body with central "insignia" to frontal grille, the whole car beautifully finished in light grey with grey upholstery trimmed with red leather, usual extras. Cluster type instruments in sparkling chrome fascia, smooth and effortless performance coupled with an exceptional degree of economy, new Whitehall tyres ... £1,675

FORD Mercury (V-8), right-hand drive, six-seater Saloon 1947 model in black with heavy chrome relief, full "mouth-organ" front and leather upholstery, loose seat covers and all usual postwar American extras, moderate mileage and in outstanding order, exceptional opportunity at ... £995

MERCURY Eight Special Six-seater Drophead Coupe (Convertible) 1949 model equipped with overdrive and electrically operated windows and hood all controlled by push-button, even the adjustment to the seats being electrically operated, body styling of super modern design being similar to the current production model, interior lavishly equipped with every conceivable luxury, built-in radio of magnificent tone, air-conditioner with de-misting and de-icing, searchbeam pass-lights, map lights etc., recorded mileage 11,200 but the whole car is in such superb condition that the mileage might easily be taken for a much lower figure. Whitehall tyres, new photo supplied to genuine prospective purchaser ... £2,250

OLDSMOBILE Dynamic Six, four-door Six-seater Saloon 1948, with Hydraulic Drive incorporated, beautifully finished in Salvatore Blue with lawn broadcloth interior protected by tailored loose seat covers, full-length chromed belt moulding and chrome door-lights, with the above chromed grille, front and rear fenders, parking lights recessed into over-riders, curved windscreen and rear window, whole mechanical condition in every way equal to the immaculate appearance, all extras, radio, heater, passlights, etc. ... £1,695

PACKARD Custom Super Clipper Eight (39 h.p.), Six-seater Saloon 1947, right hand drive model with overdrive and electromagnetic clutch fitted at extra cost, streamlined bodywork and sloping back similar to latest production model, mouth-organ front of somewhat more restrained appearance than other post-war "Yanks", a really magnificent example of this costly model, special air-conditioner and all extras, one wealthy private owner since new, maintained and serviced every 1,000 miles by concessionaires, mod. mileage ... £1,675

PACKARD Super Eight Series 40 Six-seater Saloon 1947, similar model to above, but with drive with overdrive, same type bodywork but all upholstery in real leather throughout, immaculate appearance and in 100% mechanical order ... £1,495

PACKARD Clipper Six Saloon (29 h.p.) 1946 model, overdrive, etc., another right-hand drive model, with similar body styling to the above two models, one fastidious owner since new, recent complete overhaul by distributors, very special mechanical order, fitted radio, heater, "Screenwash", tailored loose seat covers over leather upholstery, immaculate steel grey finish ... £1,495

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PLYMOUTH Six Special de Luxe Six-seater Touring Saloon Series P15, 1947, four-door model with full-width body, "new-look" mouth-organ front and all usual post-war American features, radio, heater, loose seat covers, Whitehall, rimblushers, particularly recommended for its economical but smooth and powerful performance, outstanding condition throughout ... £1,975

PONTIAC Streamliner Eight de Luxe Six-seater Saloon 1948, four-door model with Hydraulic drive, heavy chrome front fender moulding, chromed gravel guards and large type embellishers, late property of American Bank executive in London, chauffeur-driven, mileage 16,700, immaculate steel grey finish with dark grey broadcloth interior, built-in radio, heater and other extras ... £1,545

PONTIAC Streamliner Six de Luxe Saloon 1948, with similar type body to above but slightly smaller horse-power, Hydraulic drive and all extras, radio, heater, demisting, Nylon seat covers etc., beautiful condition ... £1,535

STUDEBAKER Champion 22 h.p. Saloon, 1948 production with the latest style "back-to-front" body lines, extra large window space to front and rear giving maximum all-round visibility, one of the smallest horse-powered post-war American cars fitted overdrive which gives an astonishingly economical performance, full-width six-seater body with heavy chromed front grille, Tartan loose seat covers, heater, six almost new heavy duty tyres, exceptional value for money ... £1,495

STUDEBAKER Commander Six Special Six-seater Saloon 1948 model, also equipped with overdrive, similar body style and frontal appearance to Champion model, latest type low-pressure tyres and push-button door handles, 12,000 very careful miles, whole condition almost equal to new, opportunity ... £1,495

PRE-WAR AMERICAN CARS

FORD V-8 30 h.p. Six-seater Saloon, Model 81A, March 1939, black with brown leather interior, passlights, etc., a fast powerful car, bargain ... £395

FORD V-8 30 h.p. Saloon 1939 model, the very desirable series 91A, with streamlined sloping back and full-width six-seater body similar to post-war models, black and chrome with blue leather, fitted radio etc., etc. ... £445

BUICK Special Viceroy Saloon 1939 model with steering column synchromesh gear change, radio and heater and other post-war features, smooth powerful running, six almost new heavy duty tyres, exceptional value for money ... £595

BUICK Super Eight Six-seater Saloon 1940, privately owned and in very fine condition for a pre-war car, steering coil, gears, rimblushers, over-riders, built-in radio, sound coachwork in black leather, excellent body style in the interior furnishings, loose seat covers, etc., performance and general mechanical order leaves very little to be desired ... £645

BUICK Viceroy Saloon 1937 model, privately owned since new and in original condition throughout except for minor engine re-conditioning by Buick Agents Jan. this year, attractive dark blue finish with grey interior, passlights, Clayton interior heater, demisters, etc., six almost new Dunlop tyres ... £395

CADILLAC V-8 Enclosed Limousine 1937 model, full eight-seater and the most costly pre-war American Lim. ever produced, whole car literally to be described as immaculate throughout, privately owned, very moderate mileage, wide face-forward occasional seats, winding division, telephone, built-in radio, remote controlled rear window, speakers front and rear, mechanically one of the finest cars have handled, special recommendation ... £745

HUDSON 16.9 Drophead Fourseater Coupe 1938 model, immaculate Royal red bodywork with leather to match, a handsome and imposing car in very fine order, excellent for comfort and economy, low maintenance ... £545

HUDSON Big Six Special de Luxe Saloon 1937 model with 12-volt electric equipment and special optional electric gear-change, fastidiously maintained by one driver only, and in very outstanding order throughout ... £345

LINCOLN Zephyr V-12 right-hand drive Drophead Fourseater Coupe 1939, a magnificent specimen of this scarce and desirable car, capacious and beautifully styled bodywork very much in advance of its year, with many post-war features, remote controlled rear window, "Cluster" type instruments, built-in radio, heater, with latest type demisting unit incorporated, low pressure tyres, rimblushers, and all-steel wheels, extra large section bumpers with giant over-riders, performance in a class of its own, one of the finest American Coupes we have handled ... £595

OLDSMOBILE Six, Enclosed Limousine de Luxe 1936 model with full-width six-seater body, runs very well, good tyres, ideal for private hire or towing caravan ... £225

PACKARD Six Fourseater Drophead Coupe 1938, with the very attractive Fisher body upholstered throughout in best quality leather, beautiful steel grey coachwork almost new dark blue hood, recent extensive overhaul by Packard Concessionaires, over £120 spent on engine and chassis alone, all bills and details of work available; late property of retired service chief ... £525

PACKARD Six, Occasional Fourseater Drophead Coupe 1936 with real English coachwork, similar engine but slightly different lines to above, a very well maintained car in tip-top mechanical order, all new Dunlops ... £445

PACKARD Super Eight Limousine 1939 model with steering coil, gears, heater, radio, etc., full eight-seater model with three-seater face-forward occasional seats, winding division, etc., excellent black and chrome finish, whole car extensively reconditioned and in very fine order throughout ... £795

PACKARD Eight Enclosed Limousine 1938, privately owned by same wealthy family as above, and in excellent condition, maintained and serviced by Packard Agents, dark blue finish with interior upholstery in really immaculate condition, face fud, seats apparently never used, very mod. mileage, many extras ... £745

PACKARD Six-seater Saloon 1936, one of the famous and very desirable Model 120, sound coachwork finished in navy blue with leather interior to match, engine recently thoroughly overhauled, very good tyres ... £295

PONTIAC Silver Streak Six, special Drophead Occasional Fourseater 1937 model, beautifully refinished in latest American shade of Lustre maroon like 1950 models, upholstered throughout in leather, engine stripped down and completely reconditioned, bored sleeve, new crankshaft and all new bearings, road test of 65 miles since overhaul, many extras fitting ... £395

STUDEBAKER Super Six, Super de Luxe Touring Saloon 1936 series, in quite good condition all round, sound coachwork and neat and tidy interior, one man requiring a full six-seater, new battery and five new tyres ... £295

STUDEBAKER Dictator Six Special Drophead Fourseater Coupe 1937, late registration, preserved in excellent condition, with a very fine interior, chauffeur, very attractive body lines with exterior finished in cream with black wings, fitted brand-new hood, built-in Motorola radio and Clayton heater, very outstanding perform. will cruise all day at really high average speeds ... £395

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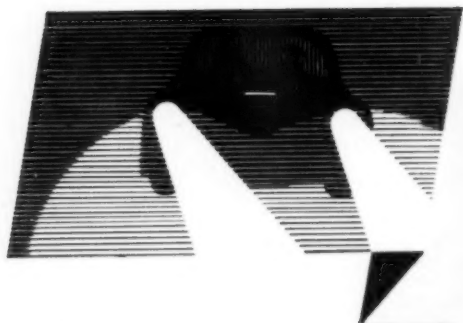
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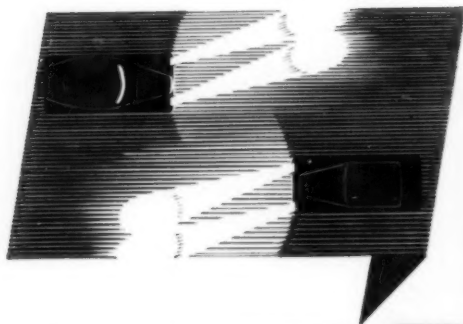


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